

TABLE OF CONTENTS

	Page
Preface	E-1
Conformity Requirements and Findings	E-3
Modeling Summary	E-24
Report on Timely Implementation of TCMs	E-86
Exhibit A: Maps	E-113

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I. PREFACE

The federally required conformity analyses for the 2004 Regional Transportation Plan (RTP) were presented as a stand-alone technical appendix titled Transportation Conformity Report. This document is in response to federal agencies' request that such a document be prepared separately.

The Conformity Report covers all federally required analyses for conformity determination of the 2004 RTP. All transportation and air quality conformity analyses in this document are in compliance with the Environmental Protection Agency (EPA) - Transportation Conformity Rule (40 CFR Parts 51 and 93, published on August 15, 1997). Additionally, the conformity analyses are consistent with all court cases and the U. S. Department of Transportation's Transportation Equity Act for the 21st Century (TEA- 21, Planning Regulations). This Technical Appendix contains three sections that specifically address the conformity analysis required for federal approval and are as follows:

Conformity Requirements

This section reflects all of the conformity requirements and highlights the required conformity findings.

Modeling Summary for Regional Emissions Analyses

This section provides the modeling methodologies and assumptions employed in conformity determination of the 2004 RTP regional emissions with the respective Air Quality Management Plan (AQMP)/State Implementation Plan (SIP) or based on the build/no-build tests.

Timely Implementation of Transportation Control Measures (TCMs)

This section highlights the conformity findings of the Timely Implementation of TCMs and describes the implementation status of all applicable TCMs in the South Coast Air Basin (SCAB) and the Ventura County portion of the South Central Coast Air Basin (SCCAB).

For the Financial Plan of the 2004 RTP see Appendix B.

Conformity Status of Current RTP and RTIP

There are two conformity determination dates for the 2001 RTP. With the exception of the San Bernardino County portion of the Mojave Desert Air Basin (MDAB) and the Coachella Valley portion of the Salton Sea Air Basin (SSAB) PM10 areas, the 2001 RTP conformity determination date for all other non-attainment and maintenance areas is June 8, 2001. For these two PM10 areas the

2001 RTP conformity determination date is August 3, 2001. Upon its final conformity determination by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), the 2004 RTP will replace the current 2001 RTP.

The 2002 Regional Transportation Improvement Program (RTIP) functions as the operating document for project implementation. On October 4, 2002, the federal agencies approved funding and determined conformity of the 2002 RTIP. The federal funding approval of the 2002 RTIP will expire on October 4, 2004. A new RTIP based on the 2004 RTP is being developed to implement the projects and programs included in the front years of the 2004 RTP. Upon its funding approval and its conformity determination by the federal agencies, the 2004 RTIP will replace the 2002 RTIP.

II. CONFORMITY REQUIREMENTS

Introduction

The Southern California Association of Governments (SCAG), the Metropolitan Planning Organization (MPO) for Southern California, is mandated to comply with Federal and State transportation and air quality regulations.

Federal transportation and air quality regulations are outlined in the Transportation Equity Act for the Twenty-first Century (TEA-21) and the Federal Clean Air Act (CAA). The TEA-21 authorizes Federal funding for highway, highway safety, transit, and other surface transportation programs. The CAA establishes air quality standards for various health-hazardous pollutants.

California State requirements for air quality management are incorporated into the State Implementation Plans (SIP) for those pollutants stipulated in the CAA. The SIPs set forth the goals and objectives for achieving CAA air-quality standards.

State and Federal Requirements

Federal Non-Attainment and Maintenance Areas

The Environmental Protection Agency (EPA) may make a Federal "non-attainment area" designation to any area that has not met CAA health standards for one or more pollutant. A non-attainment area designation may require additional airquality controls for transportation plans, programs, and projects.

State Implementation Plans (SIP)

To comply with the CAA in achieving the National Ambient Air Quality Standards (NAAQS), the California Air Resources Board (ARB) develops SIPs for federal non-attainment and maintenance areas. In California, SIP development is a joint effort of the local air agencies and ARB working with federal, state, and local agencies (including the MPOs). Local Air Quality Management Plans (AQMPs) are prepared in response to federal and state requirements.

The SIP includes two important factors for transportation and air quality conformity analysis – emissions budgets and Transportation Control Measures (TCM). Emissions budgets set an upper limit which transportation activities (the motor vehicles also known as on-road mobile sources) are permitted to emit. TCMs are strategies to reduce emission from on-road mobile sources.

ARB recommends the federal non-attainment area boundaries to EPA for final designations. Subsequently, the EPA finalizes and defines the boundaries of the

federally designated non-attainment/maintenance areas for each criteria pollutant (as defined below). In general, each federal non-attainment area should be in one air basin. However, in the SCAG region, one federal non-attainment known as the Southeast Desert Modified area for 1—hour ozone standard covers portions of two air basins. In California, the state legislature defines the air basins.

Federal Transportation Conformity Rule

In compliance with the CAA requirements, the Transportation Conformity Rule establishes regulatory provisions for processing transportation plans, programs, and projects in non-attainment areas under Title 23 U.S.C., the Federal Transit Act, and Section 176(c) of the 1990 CAA Amendment. The Rule also regulates conformity to the SIPs.

The first complete Transportation Conformity Rule was published in November 1993 and has been amended three times. The most recent Transportation Conformity Rule is found at 40 CFR parts 51 and 93 (published on August 15, 1997). Since its last publication, two court cases have changed parts of the Transportation Conformity Rule. The U.S. Court of Appeals November 4, 1997 ruling in *Sierra Club v. EPA* deleted the grace period for the non-attainment area designation and the U.S. Court of Appeals March 2, 1999 ruling in *EDF v. EPA*, mandated that submitted emission budgets cannot be used for conformity determinations.

In June 30, 2003, EPA released the Proposed Rule, a set of amendments to the Transportation Conformity Rule, incorporating the court decisions and additional clarifications. EPA plans to finalize the Proposed Amendments in early 2004.

Regional Transportation Planning Processes

2004 Regional Transportation Plan (RTP)

TEA-21 requires that SCAG develop a RTP for a 20-year minimum period. Additionally, SCAG must develop a Regional Transportation Improvement Program (RTIP) to implement the RTP. In the federal non-attainment or maintenance areas, the RTP and RTIP must comply with the transportation conformity requirements of the EPA Transportation Conformity Rule.

TEA-21 and the Transportation Conformity Rule, in non-attainment and maintenance areas, require the RTP be updated at a minimum every three years. The 2001 RTP, approved by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) on June 8, 2001, will lapse on June 8, 2004. Upon its federal approval and final conformity determination by the federal agencies, the 2004 RTP replaces the 2001 RTP.

Criteria Pollutants and Air Basins

Criteria Pollutants

Transportation activities, particularly motor vehicles (on-road mobile sources), are major causes of air pollution. Four criteria pollutants are subject to air quality conformity for the RTP and RTIP:

- ➤ Carbon Monoxide (CO) is a product of automobile exhaust. CO reduces the flow of oxygen in the bloodstream and is particularly dangerous to persons with heart disease.
- ➤ Ozone is formed by the reaction between Volatile Organic Compounds (VOC) and Oxides of Nitrogen (NO_X) in the presence of sunlight. Ozone negatively impacts the respiratory system.
- ➤ Nitrogen Dioxide (NO₂) is created under the high pressure and temperature conditions in internal combustion engines. It impacts the respiratory system and degrades visibility due to its brownish color.
- ➤ Particulate matter less than 10 microns in size (PM₁₀) are tiny particles of dust and soot that cause irritation and damage to the respiratory system.

Air Basins and Air Districts in the SCAG Region

Federal non-attainment areas are usually described by their air basin geographies. SCAG is a six-county region that contains four air basins (administered by five air districts):

- ➤ The South Coast Air Basin (SCAB) covers the urbanized portions of the Los Angeles, Riverside, and San Bernardino counties as well as the entire county of Orange and is within the jurisdiction of the South Coast Air Quality Management District (SCAQMD).
- The Ventura County portion of the South Central Coast Air Basin (VC/SCCAB) covers Ventura County and is within the jurisdiction of the Ventura County Air Pollution Control District (VCAPCD).
- ➤ The Mojave Desert Air Basin (MDAB) covers the desert portions of the Los Angeles, Riverside, and San Bernardino counties. A small portion of this air basin is in Kern County and outside of the SCAG region. The SCAG portion of this air basin is under the jurisdiction of three air districts:
 - Mojave Desert Air Quality Management District (MDAQMD) administers portions of the MDAB situated in San Bernardino County and eastern Riverside County. The Riverside County portion is known as the Palo Verde Valley Area.

- South Coast Air Quality Management District (SCAQMD)
 administers the portion of MDAB in Riverside County situated
 between the Salton Sea Air Basin (SSAB) and the Palo Verde
 Valley Area.
- Antelope Valley Air Quality Management District (AVAQMD) administers the Los Angeles County portion of the MDAB.
- > Salton Sea Air Basin (SSAB) covers all Imperial County and the eastern desert portion of Riverside County. This air basin is under jurisdiction of two air districts:
 - Imperial County Air Pollution Control District (ICAPCD) administers the Imperial County portion of the SSAB.
 - South Coast Air Quality Management District (SCAQMD) administers the Riverside County portion of the SSAB situated between the SCAB and the MDAB.

(The boundaries of the air basins and air districts are illustrated in Exhibit A)

Non-Attainment/Maintenance Area Boundaries

Non-Attainment/maintenance Areas and Timeframes

The boundaries of the Federal non-attainment/maintenance areas [and their respective attainment years for compliance] in the SCAG region are as follows:

- ➤ SCAB: The entire basin is a non-attainment or maintenance area for the following pollutants: CO [2000]; 1-hour Ozone [2010]; NO₂ [1995]; and PM₁₀ [2006].
- ➤ Ventura County Portion of SCCAB The entire county is a non-attainment area for 1-hour Ozone [2005].
- ➤ Antelope Valley Portion of MDAB The entire desert portion of Los Angeles County (known as Antelope Valley) is a non-attainment area for 1-hour Ozone [2007].
- > San Bernardino County Portion of MDAB
 - With the exception of the northern and eastern parts of the County the rest is a non-attainment area for 1-hour Ozone [2007].
 - Searles Valley (situated in the NW part of the County) is non-attainment for PM_{10} [1994].
 - San Bernardino County (excluding the Searles Valley area) within the MDAB is a non-attainment area for PM₁₀ [2000].

- ➤ Riverside County Portion of SSAB The entire Riverside County portion of SSAB (Coachella Valley) is a non-attainment area for the following pollutants: 1-hour Ozone [2007]; PM₁₀ [2006].
- > Note: The 1-hour ozone non-attainment area known as the Southeast Desert Modified area is composed of the three pieces:
 - The Antelope Valley portion of MDAB
 - The San Bernardino County portion of MDAB
 - The Coachella Valley portion of SSAB
- > Imperial County Portion of SSAB The entire Imperial County portion of SSAB is designated as the 1-hour ozone transitional area.

With the exception of a small area in the eastern part of Imperial County, the rest of county is designated as PM10 non-attainment area [1994]. On October 9, 2003, the 9th U.S. District Court in *Sierra Club V. EPA* ordered EPA to reclassify Imperial County to "Serious" - the federal, state, and local air agencies are working together to outline the Court requirements.

Boundary Changes

In September 2003, EPA took action and aligned the federal non-attainment areas with the California air basin boundaries in SCAB and the Coachella Valley area. The Banning Pass area was included in the SCAB area and excluded from the Coachella Valley area. The 2003 AQMPs/SIPs for the SCAB area as well as the 2003 PM10 AQMP/SIP for Coachella Valley area, and the Coachella Valley portion of the Southeast Desert Modified Ozone Area were developed using the new boundaries.

Proposed Eight-Hour Ozone Non-attainment Areas

An eight-hour Ozone non-attainment area is designated for an area where a high level of Ozone is measured for a minimum of eight hours per day. On March 23, 2000, the ARB recommended to the EPA the following areas as Federal 8-hour ozone non-attainment areas:

- The entire SCAB
- ➤ The Antelope Valley portion of MDAB
- > The portion of San Bernardino County of MDAB
- ➤ The Coachella Valley portion of SSAB
- > The Imperial County portion of SSAB

➤ The Ventura County portion of SCCAB

Note: The EPA plans to designate the 8-hour ozone non-attainment areas by April 2004 and the SIPs are due 3 years after the designation date. Conformity determination will be required 12 months after the designations become effective.

In the SCAG region, the ozone non-attainment boundaries for the 1-hour and 8-hour standards are consistent.

(The boundaries of federal non-attainment areas are illustrated in Exhibit A).

SIPs and Transportation Conformity

Applicable Emissions Budgets

The 2004 RTP must conform to the applicable SIPs [emissions budgets and the Transportation Control Measures (TCMs)]. The March 1999 Court ruling (Sierra Club V. EPA) mandated conformity finding must be based on the emissions budgets approved or found adequate by EPA. The applicable TCMs are those approved by EPA.

On April 26, 2002, the California Air Resources Board committed to update its emission factor model (EMFAC model) and the related SIPs in compliance with the federal latest planning assumption requirements. On May 3, 2002, the California Division of the Federal Highway Administration (FHWA) informed the State and the MPOs that from January 1, 2003 all conformity determination must be based on the use of the new planning assumptions including the new EMFAC model.

On April 1, 2003, EPA approved the EMFAC 2002 Model. The EMFAC 2002 Model must be used for development of the new SIPs (new emissions budgets) and conformity determination. SCAG's 2004 RTP regional emissions analysis for conformity finding should be based on the new emissions budgets and use of the EMFAC 2002 model.

The new SIPs (2003 or 2004 SIPs) are based on the 2003 or 2004 Air Quality Management Plans (AQMPs) that were prepared by the respective air district in association with ARB and SCAG.

For the 2004 RTP conformity determinations, the applicable emissions budgets and TCMs are established in the following SIPs:

- ➤ SIPs for the SCAB area: The 2003 AQMPs/SIPs for 1-hour Ozone, Carbon Monoxide (CO), Nitrogen Dioxide, and PM10 (particulate mater less than 10 microns in size) were approved by the South Coast Air Quality Management District (SCAQMD) and ARB on August 1, 2003 and October 23, 2003 respectively. EPA's adequacy finding on the emissions budgets for conformity determination in the SCAB area was published in Federal Register Vol. 69, No. 58 Thursday, March 25, 2004.
- > 1-hour Ozone SIP for the Southeast Desert Modified area: The area is combined of three pieces: the Antelope Valley of MDAB, the portion of San Bernardino County of MDAB, the Coachella Valley of SSAB. Each piece provides its data to ARB and it is the responsibility of ARB to provide a single set of emission budgets. On November 7, 2003, ARB provided SCAG with the new emissions budgets for conformity analysis and finding of the 2004 RTP. In late March 2004, ARB transmits the new emissions budgets to EPA and in late

April the Ozone SIP for EPA's final action. EPA plans to make adequacy finding for conformity prior to the federal conformity determination on the 2004 RTP.

- > 1-hour Ozone SIP for the Ventura County portion of SCCAB: In association with ARB, the Ventura County Air Pollution Control District (VCAPCD) developed the 2004 Ozone AQMP/SIP. On December 03, 2003, ARB provided SCAG with the new emissions budgets for conformity analysis and finding of the 2004 RTP. In late March 2004, ARB transmits the new emissions budgets to EPA and in mid April the Ozone SIP for EPA's final action. EPA plans to make adequacy finding for conformity prior to the federal conformity determination on the 2004 RTP.
- ➤ PM10 SIP for Coachella Valley portion of SSAB: (particulate mater less than 10 microns in size) SIPs The emissions budgets established in the 2003 SIPs for SCAB and the Coachella Valley portion of SSAB function as the applicable emissions budgets for conformity analysis. The new emissions budgets were approved by SCAQMD and ARB on August 1, 2003 and October 23, 2003 respectively. EPA's adequacy finding on the emissions budgets for conformity determination in the Coachella Valley PM10 area was published in Federal Register Vol. 69, No. 58 Thursday, March 25, 2004.

There are no SIPs for the other federal non-attainment/maintenance areas in the SCAG region.

In absence of the applicable emissions budgets for conformity, SCAG has to conduct a build/no-build test for regional emissions analysis of the 2004 RTP. The following areas are subject to the build/no-build tests:

- > Imperial County (SSAB): the PM10 and Ozone non-attainment areas
- > San Bernardino County (MDAB): the PM10 non-attainment area
- > Searles Valley area (MDAB): the PM10 non-attainment area

Note: On October 9, 2003, the 9th U.S. District Court in <u>Sierra Club V. EPA</u> ordered EPA to reclassify Imperial County to "Serious", ICAPCD, ARB, and EPA are working together to outline the Court requirements. In the absence of any emissions budgets, SCAG conducts its regional emissions analysis for conformity finding based on the build/ no-build tests.

Emissions Budgets Tables

A summary of the applicable emissions budgets by pollutant by years of analysis (milestone, attainment, and planning horizon years) are presented in the following tables:

South Coast Air Basin (SCAB)

Ozone Emissions Analysis (tons/day)									
	SCAB - Summer Temperatures								
Ozon	e Precursor	2005	2008	2010	2020	2030			
ROG (VOC)	Budget	263	216	155	155	155			
NO _x	Budget	546	464	352	352	352			

Emissions budgets generated using EMFAC 2002 [attainment year 2010]

	Nitrogen Dioxide (NO2) Emissions Analysis (tons/day)								
	SCAB - Winter Temperatures								
N	O2 Precursor	2003	2010	2020	2030				
NO _x	Budget	686	686	686	686				

Emissions Budgets generated using EMFAC 2002 [attainment year 1995]

Carbon Monoxide (CO) Emissions Analysis (tons/day)							
SCAB - Winter Temperatures							
CO	2002	2005	2010	2020	2030		
Budget	3,361	3,361	3,361	3,361	3,361		

Emissions Budgets generated using EMFAC 2002 [attainment year 2000]

Particulate Matter (PM ₁₀) Emissions Analysis (tons/day) SCAB - Annual Average Temperatures							
PM ₁₀	Precursor	2003	2006	2010	2020	2030	
ROG (VOC)	Budget	311	251	251	251	251	
NOx	Budget	635	549	549	549	549	
Primary (PM)	Budget	168	166	166	166	166	

Emissions budgets generated using EMFAC 2002 [attainment year 2006]

Ventura County - South Central Coast Air Basin (VC/SCCAB)

Ozone (tons/day) Summer Temperatures SCCAB-Ventura County							
	Ozone	Precursors	2005	2010	2020	2030	
1	ROG (VOC)	Budget	14.3	14.3	14.3	14.3	
	NO _x	Budget	21.4	21.4	21.4	21.4	

Emissions budgets generated using EMFAC 2002 [2005 – attainment year]

Southeast Desert Modifies Area

[Mojave Desert Air Basin / Salton Sea Air Basin (MDAB/SSAB)]

	Souther		ne (tons/day er Temperatu odified Area	res	·B) *	
Ozone	Precursor	2005	2007	2010	2020	2030
ROG	Budget	26.5	23.2	23.2	23.2	23.2
NOx	Budget	68.3	63.2	63.2	63.2	63.2

Emissions budgets generated using EMFAC 2002 [attainment year 2007]

(*) This federally designated Ozone non-attainment area covers three separate but contiguous areas: The Antelope Valley portion of MDAB, the San Bernardino County portion of MDAB, and the Coachella Valley portion of SSAB. For conformity purpose, ARB provided SCAG with a single set of emissions budgets for this ozone non-attainment area.

Salton Sea Air Basin (SSAB)

Parti	Particulate Matter (PM ₁₀) Emissions Analysis (tons/day) Annual Average Temperatures SSAB - Riverside County (Coachella Valley)						
PM10	2003	2006	2010	2020	2030		
Budget	12.3	10.9	10.9	10.9	10.9		

Emissions budgets generated using EMFAC 2002 [attainment year - 2006]

Applicable TCMs

The SIP documents for the applicable TCMs are listed below:

> SCAB - the TCM1 categories established in the 1997 (as amended in 1999) Ozone AQMP / SIP for SCAB function as the applicable TCMs for conformity finding (timely implementation of TCM analysis).

The TCM categories in the 2003 Ozone AQMP/SIP are consistent with the TCM1 categories listed in the 1997 Ozone AQMP/SIP. Upon its approval by EPA, the TCM categories in the 2003 Ozone AQMP/SIP will replace those listed in the 1997/1999 Ozone AQMP/SIP.

➤ Ventura County of SCCAB - The TCM strategies incorporated in the 1994 (as amended in 1995) Ozone AQMP/SIP function as the applicable TCMs for conformity finding (timely implementation of TCM analysis).

The 2004 Ozone AQMP/SIP was prepared for addressing the new on-road mobile source emissions budgets and no changes made to the TCM

strategies listed in the 1994 (as amended in 1995) Ozone AQMP/SIP. The TCM strategies in the 1994/1995 Ozone AQMP/SIP are intact.

There are no applicable TCMs in any other federal non-attainment or maintenance areas in the SCAG region. For more information on TCM and timely implementation of the TCM, see Section IV of this Report.

SIP Status

In California, all SIPs have to go through three steps: the air district action, the ARB action, and the finally the EPA action. Each air district submits its respective AQMP(s)/SIP(s) to ARB and ARB is the State official agency that submits the SIPs to EPA for all federal non-attainment and maintenance areas in California.

The following 2003 AQMPs/SIPs are being completed for conformity finding of the 2004 RTP and are in different stage of approval:

> SCAB (Ozone, PM10, CO, and NO2)

The 2003 SIPs (Ozone, PM10, CO, and NO2) were approved by the South Coast Air Quality Management District (SCAQMD) on August 1, 2003, and by ARB on October 23, 2003. EPA's adequacy finding on the emissions budgets for conformity determination in the SACB area was published in Federal Register Vol. 69, No. 58 - Thursday, March 25, 2004.

> Coachella Valley portion of SSAB (PM10)

The 2003 PM10 SIP was approved by SCAQMD on August 1, 2003, by ARB on October 23, 2003. EPA's adequacy finding on the emissions budgets for conformity determination in the Coachella Valley PM10 area was published in Federal Register Vol. 69, No. 58 - Thursday, March 25, 2004.

> Ventura County Portion of SCCAB (Ozone)

The 2004 Ozone AQMP/SIP was developed for addressing the new emissions budgets. In late March, ARB transmits the new emissions budgets to EPA. In mid April, ARB submits the 2004 Ozone SIP to EPA for its final action.

> Southeast Desert Modified Area (Ozone)

The 2004 Ozone SIP was developed to address the new emissions budgets. In late March, ARB transmits the new emissions budgets to EPA. In late April, ARB submits the 2004 Ozone SIP to EPA for its final action.

This federally designated Ozone non-attainment area covers three separate but contiguous areas: the Antelope Valley portion of MDAB, the San Bernardino County portion of MDAB, and the Coachella Valley portion of SSAB. The respective air agencies (SCAQMD, MDAQMD, and

AVAQMD) forward their portion to ARB. On November 7, 2003, ARB provided SCAG with a single set of the new emissions budgets for conformity analysis and finding of the 2004 RTP.

> Searles Valley Portion of MDAB (PM10)

At the present time, there is no federally approved SIP for this area. The MDAQMD has requested for re-designation for the Trona portion of the Searles Valley PM10 non-attainment area. There is no activity in this area and the area hasn't experienced a federal exceedance for more than 10 years.

> San Bernardino County Portion of MDAB (PM10)

At the present time, there is no federally approved SIP for this area. MDAQMD is seeking the EPA approval to make a "Clean Data Finding" for this area.

Imperial County Portion of SSAB (PM10)

Imperial County (SSAB – PM10 and Ozone) – PM10: on October 9, 2003, the 9th U.S. District Court in <u>Sierra Club V. EPA</u> ordered EPA to reclassify Imperial County to "Serious", ICAPCD, ARB, and EPA are working together to outline the Court requirements and its time frame. At the present time, there is no applicable SIP for this PM10 non-attainment area.

> Imperial County Portion of SSAB (Ozone)

The ozone non-attainment area in the Imperial County portion of SSAB is designated as a transitional area and no need for development of AQMP or SIP development.

Conformity Analysis and Findings

Required Transportation Conformity Analyses

Under EPA's Transportation Conformity Rule requirements SCAG's 2004 RTP needs to pass four tests as follows:

- Regional Emission Analysis (Sections 93.109, 93.110, 93.118, and 93.119)
- ➤ Timely Implementation of TCMs Analysis (Section 93.113)
- Financial Constraint Analysis (Section 93.108)
- ➤ Interagency Consultation and Public Involvement Analysis (Sections 93.105 and 93.112)

Regional Emissions Analyses

EPA's Transportation Conformity Rule requires that the 2004 RTP regional emissions be consistent with the motor vehicle emissions budgets in the applicable SIPs (section 93.118). Consistency with emissions budgets must be demonstrated for each year for which the applicable emissions budgets are established, for the transportation planning horizon year, and for any milestone years as necessary so that the years for which consistency is demonstrated are no more than ten years apart.

EPA plans to designate the 8-hour ozone non-attainment area by April 2004 and the conformity requirements will become applicable within a year of the non-attainment designation. To prevent any future interruption in conformity status of this 2004 RTP, the following statement is provided: the 1-hour ozone regional emissions analysis and conformity finding for the 2004 RTP serves also for the 8-hr ozone standard once the conformity requirements become effective. This is due to the fact that the ozone non-attainment boundaries for 1-hr and 8-hr standards are consistent in the SCAG region.

Summary of the 2004 RTP Regional Emissions Analyses

As mandated by the Conformity Rule, to pass a regional emission test for conformity finding, the test must meet one of the following requirements:

> For the budget test, the regional emissions must be equal or less than the emission budgets.

- ➤ For the PM₁₀ build/no-build test, the build scenario's emission must be less than the no-build scenario's emission or the build scenario's emission must be less than the year 1990.
- > For the carbon monoxide (CO) build/no-build test, the build scenario's emission must be less than the no-build scenario's emission and additionally the future year emission must be less than the 1990 base year emission.
- > For the Ozone build/no-build test, the build scenario's emission must be less than the no-build scenario's emission and additionally the future year emission must be less than the 1990 base year emission. For the areas that are not required to submit SIP (marginal and below ozone non-attainment areas), the conformity demonstration is by using either build/no-build test or no greater than 1990 test (Transportation Conformity Rule Preamble Section IV- Conformity Tests for Areas that are not required to submit SIPs). This part is applicable to Imperial County.

Note: The build scenario means implementing the RTP and the no-build scenario means not implementing the RTP.

SCAG modeling methodologies and regional emissions analyses are elaborated in Section III - Modeling Summary of this Report.

A summary of the SCAG produced regional emissions analyses (conformity findings) are tabulated in the following tables. The following tables are organized by air basin geography for regional emissions analyses.

South Coast Air Basin (SCAB)

Ozone Emissions Analysis (tons/day) SCAB - Summer Temperatures								
Ozor	ie Precursor	2005	2008	2010	2020	2030		
ROG (VOC)	Budget	263.000	216.000	155.000	155.000	155.000		
` ′	2004 RTP	258.635	212.823	151.468	107.458	73.127		
NO _x	Budget	546.000	464.000	352.000	352.000	352.000		
	2004 RTP	543.548	453.678	349.093	184.411	120.829		

Regional emissions budget generated using EMFAC 2002. To pass, RTP emissions must be equal or less than budget [2010 – attainment year]

	Nitrogen Dioxide (NO ₂₎ Emissions Analysis (tons/day) SCAB - Winter Temperatures							
1	NO2 Precursor	2005	2010	2020	2030			
NO _x	Budget	686.000	686.000	686.000	686.000			
	2004 RTP	615.091	448.586	205.751	132.980			

Regional emissions generated using EMFAC 2002. To pass, RTP emissions must be equal or less than budget. [1995 - attainment year]

Carbon Monoxide (CO) Emissions Analysis (tons/day)								
	V	Vinter Temperature	es					
CO	2005	2010	2020	2030				
Budget	3,361.00	3,361.00	3,361.00	3,361.00				
2004 RTP	2,599.31	1,810.68	861.87	529.81				

Regional emissions generated using EMFAC 2002. To pass, RTP emissions must be equal or less than budget. [2000 – attainment year]

Particulate Matter (PM ₁₀) Emissions Analysis (tons/day) SCAB - Annual Average Temperatures							
	PM ₁₀ Precursor	2006	2010	2020	2030		
ROG	Budget	251.000	251.000	251.000	251.000		
(VOC)	2004 RTP	245.459	189.213	106.671	72.495		
NOx	Budget	549.000	549.000	549.000	549.000		
	2004 RTP	535.067	417.805	192.882	125.738		
Primary	Budget	166.000	166.000	166.000	166.000		
(PM)	2004 RTP	165.941	163.393	161.225	163.911		

Regional emissions generated using EMFAC 2002. To pass, RTP emissions must be equal or less than budget. [2006 – attainment year]

Ventura County - South Central Coast Air Basin (VC/SCCAB)

Ozone (tons/day) Summer Temperatures SCCAB-Ventura County							
0	zone Precursors	2005	2010	2020	2030		
ROG	Budget	14.300	14.300	14.300	14.300		
(VOC)	2004 RTP	14.220	10.680	6.170	4.160		
NO _x	Budget	21.400	21.400	21.400	21.400		
	2004 RTP	21.300	15.150	6.830	4.350		

Regional emissions generated using EMFAC 2002. To pass, RTP emissions must be equal or less than budget. [2005 – attainment year]

Mojave Desert Air Basin (MDAB)

Particulate Matter (PM ₁₀) Emissions Analysis (tons/day)							
Annual Average Temperatures							
MDAB San Bernardino County (excluding Searles Valley)							
Particulate Matter (PM10)	2005	2010	2020	2030			
Build (Plan)	7.787	8.756	10.836	12.987			
No-build (Baseline)	7.864	9.067	10.911	13.107			

Regional emissions generated using EMFAC 2002. To pass, build (plan) emission must be less than no-build (baseline) – [2000 –attainment year]

Southeast Desert Modified Area

Mojave Desert Air Basin / Salton Sea Air Basin (MDAB/SSAB)

Ozone (tons/day) Summer Temperatures MDAB/SSAB * (Southeast Desert Modified Area)							
Ozon	e Precursor	2005	2007	2010	2020	2030	
ROG	Budget	26.500	23.200	23.200	23.200	23.200	
	2004 RTP	23.092	20.302	16.672	9.944	8.168	
NO _x	Budget	68.300	63.200	63.200	63.200	63.200	
	2004 RTP	64.518	59.363	50.985	24.193	17.479	

Regional emissions generated using EMFAC 2002. To pass, RTP emissions must be equal or less than budget. [2007 – attainment year]

Note (*): This federally designated Ozone non-attainment area covers three separate but contiguous areas: The Antelope Valley portion of MDAB, the San Bernardino County portion of MDAB, and the Coachella Valley portion of SSAB. The conformity analyses for the NO_X and ROG are based on comparing SCAG's regional transportation emissions with a single set of the emissions budgets for all three parts provided to SCAG by ARB.

Salton Sea Air Basin (SSAB)

Particulate Matter (PM ₁₀) Emissions Analysis (tons/day)							
Annual Average Temperatures SSAB - Riverside County (Coachella Valley)							
PM10	Control of the Contro						
Budget	10.900	10.900	10.900	10.900			
2004 RTP	9.175	9.469	10.056	10.677			

Regional emissions generated using EMFAC 2002. To pass, RTP emissions must be equal or less than budget. [2006 – attainment year]

Ozone Emissions Analysis (tons/day) Summer Temperatures SSAB - Imperial County						
4.0	444	2005	2010	2020	2030	
ROG (VOC)	Build (Plan)	8.845	7.220	5.610	5.690	
` ` ´	No-build (Baseline)	8.850	7.230	5.630	5.720	
NO _x	Build (Plan)	12.720	11.790	8.880	7.790	
	No-build (Baseline)	12.725	11.800	8.881	7.810	

Regional emissions generated using EMFAC 2002. To pass, in the marginal and below ozone non-attainment areas, the conformity demonstration is by using either build/no-build test or no greater than 1990 test. In a build/no-build test, the first analysis year must be no more than five years beyond the year in which the conformity determination is being made [Section 93.119 (e)]

Particulate Matter (PM ₁₀) Emissions Analysis (tons/day) Annual Average Temperatures Imperial County						
PM10	2005	2010	2020	2030		
Build (Plan)	5.574	6.334	7.798	9.610		
No-build (Baseline)	5.577	6.339	8.306	10.252		

Regional emissions generated using EMFAC 2002. To pass, build emission must be less than no-build. In build/no-build test, the first analysis year must be no more than five years beyond the year in which the conformity determination is being made [Section 93.119 (e)]

Searles Valley Area

The Searles Valley planning area is situated in the northwest part of San Bernardino County and is not a populated area. The area is designated as the federal non-attainment area for PM10. This area is a part of the Mojave Desert Air Basin (MDAB).

There are no proposed projects or programs in the 2004 RTP for transportation improvements in the Searles Valley area. The population changes are very insignificant during the 2004 RTP timeframe (between 2004 and 2030). Therefore, there are no differences between emissions in the build and no-build scenarios. Also, the future emissions are not less than the year 1990 emissions. The vehicle miles traveled (VMT) in this area is composed of the local traffics and the through traffics (Route 178, connecting Kern County through San Bernardino County to Inyo County). There is a very small increase in traffics, about 1.45% per decade, due to through traffics.

Construction-related PM₁₀ Emissions

Section 93.122(d)(2) of the EPA Transportation Conformity Rule requires that in PM₁₀ non-attainment and maintenance areas (for which the SIPs identify construction-related fugitive dust as a contributor to the area problem), the RTP should conduct the construction-related fugitive PM₁₀ emission analysis. In the SCAG region, there are five PM₁₀ non-attainment areas:

- > SCAB
- > The Coachella Valley portion of SSAB

- > The San Bernardino County portion (excluding Searles Valley) of the MDAB
- > The Searles Valley portion of MDAB
- > The Imperial County portion of SSAB

Of the above outlined non-attainment areas only the first three areas are subject to the Transportation Conformity Rule requirements.

The 2003 PM10 SIPs/AQMPs – emissions budgets for SCAB and the Coachella Valley portion of SSAB include the construction and unpaved-road emissions. The 2004 RTP PM10 regional emissions analysis includes the construction and unpaved road emissions for all three areas (SCAB, Coachella Valley and San Bernardino County) for conformity finding.

Conformity Determinations

SCAG has determined the following conformity findings for the 2004 RTP under the required Federal tests:

✓ Regional Emissions Tests

- ➤ Finding SCAG's 2004 RTP regional emissions for the Ozone precursors are consistent with all applicable emissions budgets for all milestone, attainment, and planning horizon years for the following areas:
 - SCAB: the 2003 Ozone SIP
 - SCCAB (Ventura County): the 2004 Ozone SIP
 - Southeast Desert Modified area (the Antelope Valley area and San Bernardino County and the Coachella Valley area): the 2004 Ozone SIP
- ➤ Finding SCAG's 2004 RTP regional emissions for the NO₂ precursor are consistent with all applicable emissions budgets for all milestone, attainment, and planning horizon years for the SCAB (the 2003 NO₂ SIP).
- ➤ Finding SCAG's 2004 RTP regional emissions for the CO are consistent with all applicable emissions budgets for all milestone, attainment, and planning horizon years for the (the 2003 CO SIP).
- Finding SCAG's 2004 RTP regional for the PM₁₀ precursors are consistent with the applicable emissions budgets for all milestone, attainment, and planning horizon years for the SCAB (the 2003 PM10 SIP).
- ➤ Finding SCAG's 2004 RTP regional emissions for the PM₁₀ are consistent with the applicable emissions for the Coachella Valley portion of SSAB for all milestone, attainment and planning horizon years (the 2003 PM10 SIP).
- Finding SCAG's 2004 RTP regional emissions (build scenarios) for the PM₁₀ are less than the no-build emissions for the San Bernardino County portion of MDAB for all milestone, attainment and planning horizon years.
- Finding SCAG's 2004 RTP regional emissions (build scenarios) for the PM₁₀ are less than the no-build emission for the Imperial County portion of SSAB.

➤ Finding SCAG's 2004 RTP regional emissions (build scenario) for the Ozone are less than the no-build emissions for the Imperial County portion of SSAB.

✓ Timely Implementation of TCM Test

- Finding the TCM1 project categories listed in the 1997 (as amended in 1999) Ozone SIP for the SCAB area were given funding priority and are on schedule for implementation.
- Finding the TCM strategies listed in the 1994 (as amended in 1995) Ozone AQMP/SIP for the VC/SCCAB were given funding priority and are on schedule for implementation.

✓ Financial Constraint Test

> Finding all projects listed in the 2004 RTP are financially constrained for all fiscal years.

✓ Inter-agency Consultation and Public Involvement Test

- Finding the 2004 RTP complies with all federal and state requirements for the interagency consultation and public involvement.
- ➢ Prior to the Regional Council action on the final 2004 RTP, the full draft documents were circulated on October 23, for a 30-day public review and comment. The public review/comment period was ended on February 9, 2004.

In addition to mailing out copies of the 2004 RTP documents to the stakeholders and interested parties, the entire documents were posted on SCAG's web-site. Additionally, hard copies of the 2004 RTP documents were placed in key public libraries in each county in the SCAG region.

A public hearing was held on January 15, 2004 for the 2004 RTP - including its conformity analysis and finding and its Environmental Impact Report (EIR) at SCAG's main office. The notice of hearing (date and place) was published in the major daily papers in the region.

As related to interagency consultation, during the past two years the 2004 RTP was discussed in many forums, most of them were held monthly meetings. These forums are such as the Transportation Conformity Working Group, the Modeling Task Force, the task forces (Highway and Finance, Transportation

Demand Management, Aviation, Maglev, Goods Movement Advisory Committee, and Growth Visioning Advisory subcommittee), and many ad-hoc groups/meetings. There were many agencies involved in the interagency consultation, i.e. the County Transportation Commissions, Caltrans, the California Transportation Commissions, the California Air Resources Board, the local air districts, the Federal Highway Administration, the Federal Transit Administration, and the Environmental Protection Agency.

III. MODELING SUMMARY

2004 REGIONAL TRANSPORTATION PLAN MODELING SUMMARY FOR THE REGIONAL EMISSION ANALYSIS

BACKGROUND

The Southern California Association of Governments (SCAG) is the primary agency for the development and maintenance of travel forecasting methods for the SCAG Region. SCAG has been developing and improving these travel forecasting methods since 1967. The current Regional Transportation Modeling System has been calibrated and validated using the 1991 Origin and Destination home interview survey, the Year 2000 Travel Survey, and the Year 2000 Census. The Model has undergone significant changes since the 1998 Regional Transportation Plan (98RTP) and additional changes were made since the last Regional Transportation Plan (01RTP). The validated model is described in the "Year 2000 Model Validation & Summary - Regional Transportation Model", published in April 2003.

SCAG's Regional Transportation Model consists of a four-step process: trip generation, trip distribution, mode choice, and trip assignment. The SCAG model utilizes the TRANPLAN transportation planning software and executes on several IBM Model 43P Computers that are located at SCAG.

For the 2004 Regional Transportation Plan (04RTP) Conformity analysis, a 5-loop feedback process was used in which the congested times from the peak period (AM Peak) and the congested times from the off-peak period (mid-day) assignments were used to develop new skim tables (congested times). The congested skims using the mean statistical averaging method are input to the trip distribution models and mode split models to provide a more representative zone to zone travel time estimation.

SCAG affirms that the SCAG Regional Transportation Demand model meets all the requirements of the Transportation Conformity Rule, specifically of 40 CFR 93.122 (b). A Modeling Task Force, consisting of modeling technical peers in the region from the various county, state agencies, and private firms, meet every other month at SCAG, to discuss regionally significant modeling projects and modeling issues. These meetings are recorded on tape and stored at SCAG.

To perform the emissions analysis as required under the August 15, 1997 EPA's Transportation Conformity Rule, emissions comparisons were made on nine network scenarios that included the year 2000, and eight future year scenarios:

- 1) Year 2000 "Base-year"
- 2) Year 2005 "Baseline"
- 3) Year 2005 "Plan"

- 4) Year 2010 "Baseline"
- 5) Year 2010 "Plan"
- 6) Year 2020 "Baseline"
- 7) Year 2020 "Plan"
- 8) Year 2030 "Baseline"
- 9) Year 2030 "Plan"

The 2000 "Base Year" scenario represents all those projects operational in year 2000.

Under Transportation Conformity Rule, there are two types of the regional emission tests for conformity findings: with the SIP emission budget (cited in section 93.11) and without the SIP emission budget (cited in section 93.119). The regional emission tests without a SIP emission budget - motor vehicle travel, emissions budgets, are based on the comparing two scenarios: the baseline (no-build) scenario with the action (Plan or build) scenario.

EPA's Transportation Conformity Rule defines the "Baseline" scenario as the future transportation system that will result from current programs, including:

- 1. All in-place regionally significant highway and transit facilities, services and activities
- 2. All ongoing Travel Demand Management (TDM) or Transportation System Management (TSM) activities
- 3. Completion of all regionally significant projects, regardless of funding source, which are currently under construction, or undergoing right-of-way acquisition; come from the first year of the previously conforming Regional Transportation Plan (RTP) or Transportation Improvement Program (TIP); or have completed the National Environmental Policy Act (NEPA) process.

Under Transportation Conformity Rule, the "Action" scenario, also known as "Build" or "Plan", must include the following:

- 1. All facilities, services, and activities in the "Baseline" scenario
- 2. Completion of all Transportation Control Measures (TCMs) and regionally significant projects (including facilities, services, and activities) specifically identified in the proposed RTP, which will be operational, or in effect in the analysis year. Regulatory TCMs may not be assumed to begin at a future time unless the regulation is already adopted by the enforcing jurisdiction or the TCM is identified in the applicable SIP.
- 3. All TDM programs and TSM activities known to the MPO, but not included in the applicable SIP or utilizing any Federal funding or approval, which have been fully

adopted and/or funded by the enforcing jurisdiction or sponsoring agency since the last conformity determination

- 4. The incremental effects of any TDM programs and TSM activities known to the MPO, but not included in the applicable SIP or utilizing any Federal funding or approval, which were adopted and/or funded prior to the date of the last conformity determination, but which have been modified since then to be more stringent or effective.
- 5. Completion of all expected regionally significant highway and transit projects, which are not from a conforming RTP and TIP.
- 6. Completion of all expected regionally significant non-FHWA/FTA highway and transit projects which have clear funding sources and commitments leading toward their implementation and completion by the analysis year

MODEL IMPROVEMENTS

The Regional Travel Demand Model has undergone significant changes from the 1998 RTP to the 2001 RTP. Since the 2001 RTP the modeling changes have been more modest. The model has been validated for the Year 2000, which is the base year for the 2004 RTP. Some of the features are listed below:

- <u>Highway networks</u> were developed from the Thomas Brothers GIS database. The networks Include freeways coded as 1-way links, freeway access/egress ramps, and freeway to freeway connectors (mixed flow and HOV where applicable).
- <u>Transit networks</u> were developed from the highway networks and therefore are considered integrated with the highway networks. The number of transit modes consists of 7 non-transit modes (1-7) and 13 transit modes (10 to 22).
- Trip Generation Models consist of 13 trip purposes. There are 6 categories of Home-Work (HW) trips: (1) Direct HW Low income, (2) Direct HW Medium income, (3) Direct HW High income, (4) Strategic HW Low income, (5) Strategic HW Medium income, and (6) Strategic HW High Income. "Direct" HW trips go directly between home and work. "Strategic" HW trips include an intermediate stop between home and work.
- Mode Choice Models consist of five separate mode choice models: (1) Home-based Work, (2) Home-based School, (3) Home-based Other, (4) Work-Other, and (5) Other-Other. The Home-Based Work, Home-Based School, and Other-Based Other models are nested logit models. The other two are multinomial logit models. Each model is applied for both the peak and off-peak periods. The travel modes outputs from the models are (1) auto modes (drive alone, 2-person carpool (driver plus one passenger), 3-or-more person carpool (driver plus 2 or more passengers)), (2) transit

(local bus, express bus, rail), (3) school bus, (4) non-motorized (walking or bicycling).

- Heavy Duty Truck Model consists of two major components: 1) internal truck trip development, and 2) external truck trip development. The internal truck trips are generated using a cross-classification method by applying truck trip rates for a SIC code by the number of employees in that category and also number of households within each zone. The daily truck trip ends are distributed using a gravity model to create daily truck trips in an O-D format for three truck types: (1) light HDT, (2) medium HDT, and (3) heavy HDT. The external truck trips are developed using an econometric model using commodity flow data to estimate INBOUND flow and OUTBOUND flow by counties. The county to county commodity data is allocated to zonal level data based on SIC employee distribution, then converted to trucks using observed data collected during model development by consultants. Two special truck generators 1) seaport related, and airport related truck trips were included as part of the Heavy Duty Truck Model developed by the consultants. The total daily truck trips are allocated to the four time periods by three truck types: (1) Light HDT, (2) Medium HDT, and (3) Heavy HDT as purposes 4, 5, and 6, which will merge with the others in trip assignment. For further information on the Heavy Duty Truck Model refer to the report "Heavy Duty Truck Model and VMT Estimation", published in October 1999.
- Airport Passenger Trip Tables were developed from the RADAM model developed and maintained by consultants. The RADAM generated passenger trips are developed for two trip purposes: 1) business, and 2) non-business. The Model uses the RADAM zone system, which total about 100 zones. These trips at the RADAM zones are disaggregated to TAZ based on SIC employment data for business trips. The non-business trips are disaggregated based on household and income data. The daily passenger trips are converted to the four time period vehicle trips for three modes: (1) drive alone, (2) 2-person vehicles, and (3) 3-or-more person vehicles. The airport vehicle trips are merged with the other regional model vehicle trips as purposes 1, 2, and 3.
- <u>Airport Air Cargo Trip Tables</u> were developed from the RADAM model developed and maintained by consultants. The RADAM generated air cargo truck trips developed at the RADAM zones are disaggregated to the TAZ based on SIC employment data. The daily air cargo trips are converted to the three truck types: 1) Light HDT, 2) Medium HDT, and 3) Heavy HDT for the four time periods. The air cargo trips are merged with the HDT truck tables developed using the HDT modeling process described above.
- <u>Time of Day Factors</u> for allocating the daily passenger carrying vehicle trips to the four time periods were developed using the 2001 Origin and Destination Travel Survey.

• <u>Highway assignment</u> consist of assigning six trip purposes (modes) (1) drive alone, (2) 2-person vehicles, (3) 3-or-more person vehicles, (4) Light-HDT, (5) Medium-HDT, and (6) Heavy-HDT simultaneously. Note that the airport vehicle trips are included in modes 1, 2, and 3. During this assignment process, trucks are converted to PCE for each link based on (1) percentage of trucks, (2) percentage of grade, (3) length of the link, and (4) level of congestion (V/C ratios). Transit vehicles were included in the highway assignment.

SCAG's modeling for analysis of the regional emissions analysis meets the federal modeling requirements reflected in section 93.122 (Procedures for determining regional transportation related emissions) of the Transportation Conformity Rule.

REGIONAL TRAVEL DEMAND MODEL ASSUMPTIONS

The 2004 RTP model assumptions applied to the model runs are consistent with those used in the 2000 base year model validation runs. Some additional assumptions were applied to the different alternatives.

- (a) Modeling Area The SCAG's Regional Transportation Modeling area has been expanded to include Victor Valley (north to Barstow), Coachella Valley, and Morongo Valley in the 4-step modeling process. For transportation analysis purposes, the area is divided into 3191 transportation analysis zones (TAZ's) with additional 26 external cordon stations.

 Currently the Regional Modeling area does not include the entire SCAG region. The eastern desert portions of both San Bernardino and Riverside counties are not modeled. Imperial County has a separate stand-alone model. The non-modeled areas are identified in Tables 1 and 2 as Catalina (Los Angeles County), Remainder (San Bernardino and Riverside Counties) and Imperial County. Those areas not modeled are also referred to as "Other Area". For the next RTP, the Regional Model will include the entire SCAG region.
- (b) Socio-economic Data The most recent socioeconomic data, March, 2004 version, is used for the 2004 RTP and its conformity analysis. The population in the SCAG region is expected to grow 37 percent from 2000 to 2030 and employment is projected to grow about 35 40 percent. TABLES 1A and 1B and TABLES 2A and 2B show the population and employment summaries by counties and air basin for 2000, 2005, 2010, 2020, and 2030. For the 2004 RTP, several land use scenarios were tested. The following tables include only the Baseline and the Preferred Plan (hereafter referred to as the Plan) scenarios.

Note: SCAG collects local input on anticipated growth from all jurisdictions as a precursor to the forecast process. The primary purpose of local input is to inform SCAG on local planning, and it is assumed that locally supplied numbers are consistent with General Plans. The RTP Plan Forecast differs from local input supplied to SCAG in varying degrees and for several reasons. Most importantly,

SCAG adjusts the numbers to be reasonably consistent with demographic and economic technical projections. Further, in order to reflect the land use principles, growth was allocated to places where growth opportunities exist, particularly where unutilized transportation capacity is a factor. The majority of jurisdictions (164 of 190) are within 10% of local input for population. Further, SCAG reviewed local General Plans in crafting the land-use scenario, and from this review, we believe no more than a handful of jurisdictions would not be able to accommodate the amount of projected growth under existing General Plans.

The plan assumes that various capital projects, especially in the areas of goods movement and aviation, will increase the region's economic competitiveness and provide jobs. It is assumed that the plan will create jobs both in construction of infrastructure projects in the plan, and in permanent jobs in sectors benefiting from increased economic activity.

TABLE 1A. SUMMARY OF TOTAL POPULATION DATA – Baseline Scenario

COUNTY/REGION	2000	2005	2010	2020	2030
LOS ANGELES	9,580,100	10,258,400	10,718,100	11,504,700	12,227,200
Antelope Valley	300,700	362,443	432,505	575,738	714,317
LA (SCAB)	9,275,700	9,889,491	10,278,818	10,921,265	11,504,409
Catalina	3,700	6,466	6,777	7,697	8,474
		:	I		
ORANGE	2,867,200	3,103,500	3,291,700	3,433,700	3,552,700
RIVERSIDE	1,559,500	1,850,300	2,085,500	2,644,300	3,143,500
Modeling Area	1,525,300	1,811,795	2,045,211	2,584,057	3,068,667
Remainder	34,200	38,505	40,289	60,243	74,833
Remainuei	34,200	30,000	40,203	00,240	14,000
SAN BERNARDINO	1,718,400	1,919,200	2,059,400	2,397,700	2,713,200
Modeling Area	1,695,000	1,892,444	2,032,156	2,365,325	2,678,172
Remainder	23,400	26,756	27,244	32,375	35,028
VENTURA	758,100	821,100	865,200	926,400	984,300
			400.000	222.222	222.222
IMPERIAL	147,000	165,400	189,000	230,900	269,900
MODELING AREA	16,422,000	17,880,713	18,945,615	20,806,413	22,502,581
OTHER AREA	208,300	230,661	256,533	323,518	379,761
SCAG REGION	16,630,300	18,117,900	19,208,900	21,137,700	22,890,800
The following data b	y Air Basins are	for the model	ing area only.		
SCCAB	758,100	821,084	865,187	926,379	984,349
MDAB	658,900	772,420	889,528	1,149,970	1,400,268
SCAB	14,684,100	15,905,234	16,759,107	18,181,487	19,460,737
SSAB	320,900	381,975	431,793	548,577	657,227
TOTAL	16,422,000	17,880,713	18,945,615	20,806,413	22,502,581

TABLE 1B. SUMMARY OF TOTAL POPULATION DATA – Plan Scenario

COUNTY/REGION	2000	2005	2010	2020	2030
LOS ANGELES	9,580,100	10,258,400	10,718,100	11,501,900	12,221,800
Antelope Valley	300,700	362,443	432,505	593,380	745,798
LA (SCAB)	9,275,700	9,889,491	10,278,818	10,889,797	11,450,792
Catalina	3,700	6,466	6,777	18,723	25,210
ORANGE	2,867,200	3,103,500	3,291,700	3,433,600	3,552,700
ORANGE	2,001,200	3,103,300	3,231,700	3,433,000	3,332,700
RIVERSIDE	1,559,500	1,850,300	2,085,500	2,644,300	3,143,500
Modeling Area	1,525,300	1,811,795	2,045,211	2,608,023	3,110,387
Remainder	34,200	38,505	40,289	36,277	33,113
SAN BERNARDINO	1,718,400	1,919,200	2,059,400	2,397,700	2,713,100
	1,695,000	1,892,444	2,032,156	2,370,524	2,686,063
Modeling Area Remainder	23,400	26,756	27,244	27,176	27,037
Kemamuer	23,400	20,730	21,244	21,170	21,031
VENTURA	758,100	821,100	865,200	929,200	989,800
IMPERIAL	147,000	165,400	189,000	230,900	269,900
MODELING AREA	16,422,000	17,880,713	18,945,615	20,824,641	22,535,766
OTHER AREA	208,300	230,661	256,533	294,353	330,050
SCAG REGION	16,630,300	18,117,900	19,208,900	21,137,600	22,890,800
The following data by	Air Basins are f	or only the mod	deling Area.		
SCCAB	758,100	821,084	865,187	929,195	989,771
MDAB	658,900	772,420	889,528	1,168,698	1,431,576
SCAB	14,684,100	15,905,234	16,759,107	18,159,925	19,426,222
SSAB	320,900		431,793	566,823	688,197
TOTAL	16,422,000	17,880,713	18,945,615	20,824,641	22,535,766

TABLE 2A. SUMMARY OF TOTAL EMPLOYMENT DATA – Baseline Scenario

COUNTY/REGION	2000	2005	2010	2020	2030
LOS ANGELES	4,453,500	4,503,600	5,022,200	5,311,000	5,549,200
Antelope Valley	106,000	108,177	130,017	152,511	164,477
LA (SCAB)	4,341,310	4,389,648	4,885,773	5,151,797	5,377,149
Catalina	6,190	5,775	6,410	6,692	7,574
ORANGE	1,514,600	1,580,900	1,750,000	1,848,100	1,921,600
RIVERSIDE	526,500	603,600	727,700	886,400	1,052,900
Modeling Area	515,500	592,024	715,241	871,023	1,031,147
Remainder	11,000	11,576	12,459	15,377	21,753
SAN BERNARDINO	594,900	669,000	770,900	918,100	1,070,700
Modeling Area	589,400	663,216	764,667	906,938	1,055,132
Remainder	5,500	5,784	6,233	11,162	15,568
VENTURA	337,200	346,800	381,700	418,600	453,800
IMPERIAL	55,400	61,100	76,700	93,200	110,100
MODELING AREA	7,404,000	7,680,706	8,627,369	9,349,063	10,003,304
OTHER AREA	78,100	84,294	101,831	126,337	154,996
SCAG REGION	7,482,100	7,765,000	8,729,200	9,475,400	10,158,300
The following data by	Air Basins are i	for the modelin	g area only.		
SCCAB	337,300	346,765	381,678	418,628	453,781
MDAB	201,900	220,707	265,432	329,456	393,532
SCAB	6,737,400	6,968,035	7,806,373	8,403,245	8,928,864
SSAB	127,400	145,199	173,886	197,734	227,127
TOTAL	7,404,000	7,680,706	8,627,369	9,349,063	10,003,304

TABLE 2B. SUMMARY OF TOTAL EMPLOYMENT DATA - Plan Scenario

COUNTY/REGION	2000	2005	2010	2020	2030
LOS ANGELES	4,453,500	4,503,600	5,022,200	5,366,900	5,661,000
Antelope Valley	106,035	108,177	130,017	155,177	177,154
LA (SCAB)	4,341,310	4,389,648	4,885,773	5,207,702	5,479,604
Catalina	6,155	5,775	6,410	4,021	4,242
ORANGE	1,514,600	1,580,900	1,750,000	1,848,100	1,921,600
		200 000	707 700	054 500	4 400 000
RIVERSIDE	526,500	603,600	727,700	954,500	1,189,000
Modeling Area	515,500	592,024	715,241	942,655	1,174,109
Remainder	11,000	11,576	12,459	11,845	14,891
SAN BERNARDINO	594,900	669,000	770,900	972,300	1,178,900
Modeling Area	589,400	663,216	764,667	969,385	1,175,961
Remainder	5,500	5,784	6,233	2,915	2,939
VENTURA	337,200	346,800	381,700	424,500	465,500
					· · · · · · · · · · · · · · · · · · ·
IMPERIAL	55,400	61,000	76,700	93,600	111,100
			:		
MODELING AREA	7,404,000	7,680,706	8,627,369	9,547,510	10,394,120
OTHER AREA	78,100	84,194	101,831	112,390	132,980
SCAG REGION	7,482,100	7,764,900	8,729,200	9,659,900	10,527,100
The following dat	ta by Air Basins	are only for th	e modeling are	a.	
SCCAB	337,300	346,765	381,678	424,479	465,497
MDAB	201,900	220,707	265,432	355,737	443,929
SCAB	6,737,400	6,968,035	7,806,373	8,551,216	9,228,564
SSAB	127,400	145,199	173,886	216,078	256,130
TOTAL	7,404,000	7,680,706	8,627,369	9,547,510	10,394,120

(c) Networks – A summary of the transportation system attributes for the highway and transit networks for 2000 to 2030 is shown on the following page. Imperial County statistics are not shown in Table 3, but are shown in the Imperial County section.

TABLE 3. SUMMARY OF TRANSPORTATION SYSTEM ATRRIBUTES

Year Modeled / Region				
SCAB	FWY/TOLL	Arterials	HOV	Total
2000 Base year	7,756	31,661	663	40,080
2005 Baseline	8,003	32,003	835	40,841
2005 Plan	8,012	32,168	831	41,011
2010 Baseline	8,033	32,033	877	40,943
2010 Plan	8,220	33,140	931	42,291
2020 Baseline	8,040	32,036	896	40,972
2020 Plan	8,645	33,955	1,058	43,658
2030 Baseline	8,058	32,029	922	41,009
2030 Plan	9,270	34,268	1,323	44,861
VCAPCD				
2000 Base year	512	2,106	2	2,620
2005 Baseline	523	2,149	2	2,674
2005 Plan	523	2,149	2	2,674
2010 Baseline	543	2,151	2	2,696
2010 Plan	565	2,160	2	2,727
2020 Baseline	543	2,151	2	2,696
2020 Plan	565	2,198	2	2,765
2030 Baseline	543	2,151	2	2,696
2030 Plan	573	2,199	4	2,776
Antelope, Victor, and Coad	chella Valley			<u> </u>
2000 Base year	847	8,730	0	9,577
Lood Dado you.			•	
2005 Baseline			9	
2005 Baseline 2005 Plan	884	9,141	9	10,034
2005 Plan	884 884	9,141 9,229	10	10,034 10,123
2005 Plan 2010 Baseline	884 884 912	9,141 9,229 9,158	10 9	10,034 10,123 10,079
2005 Plan 2010 Baseline 2010 Plan	884 884 912 915	9,141 9,229 9,158 9,717	10 9 9	10,034 10,123 10,079 10,641
2005 Plan 2010 Baseline 2010 Plan 2020 Baseline	884 884 912 915 912	9,141 9,229 9,158 9,717 9,170	10 9 9 9	10,034 10,123 10,079 10,641 10,091
2005 Plan 2010 Baseline 2010 Plan 2020 Baseline 2020 Plan	884 884 912 915 912 1,011	9,141 9,229 9,158 9,717 9,170 9,922	10 9 9 9 9	10,034 10,123 10,079 10,641 10,091 11,006
2005 Plan 2010 Baseline 2010 Plan 2020 Baseline 2020 Plan	884 884 912 915 912	9,141 9,229 9,158 9,717 9,170	10 9 9 9	10,034 10,123 10,079 10,641 10,091
2005 Plan 2010 Baseline 2010 Plan 2020 Baseline 2020 Plan 2030 Baseline 2030 Plan	884 884 912 915 912 1,011 912	9,141 9,229 9,158 9,717 9,170 9,922 9,170	10 9 9 9 73 9	10,034 10,123 10,079 10,641 10,091 11,006 10,091
2005 Plan 2010 Baseline 2010 Plan 2020 Baseline 2020 Plan 2030 Baseline 2030 Plan Total Modeling Area	884 884 912 915 912 1,011 912 1,256	9,141 9,229 9,158 9,717 9,170 9,922 9,170 10,015	10 9 9 9 73 9 73	10,034 10,123 10,079 10,641 10,091 11,006 10,091 11,344
2005 Plan 2010 Baseline 2010 Plan 2020 Baseline 2020 Plan 2030 Baseline 2030 Plan Total Modeling Area 2000 Base year	884 884 912 915 912 1,011 912 1,256	9,141 9,229 9,158 9,717 9,170 9,922 9,170 10,015	10 9 9 9 73 9 73	10,034 10,123 10,079 10,641 10,091 11,006 10,091 11,344
2005 Plan 2010 Baseline 2010 Plan 2020 Baseline 2020 Plan 2030 Baseline 2030 Plan Total Modeling Area 2000 Base year 2005 Baseline	884 884 912 915 912 1,011 912 1,256	9,141 9,229 9,158 9,717 9,170 9,922 9,170 10,015	10 9 9 9 73 9 73 665 846	10,034 10,123 10,079 10,641 10,091 11,006 10,091 11,344 52,277 53,549
2005 Plan 2010 Baseline 2010 Plan 2020 Baseline 2020 Plan 2030 Baseline 2030 Plan Total Modeling Area 2000 Base year 2005 Baseline 2005 Plan	884 884 912 915 912 1,011 912 1,256 9,115 9,410 9,419	9,141 9,229 9,158 9,717 9,170 9,922 9,170 10,015 42,497 43,293 43,547	10 9 9 9 73 9 73 665 846 842	10,034 10,123 10,079 10,641 10,091 11,006 10,091 11,344 52,277 53,549 53,808
2005 Plan 2010 Baseline 2010 Plan 2020 Baseline 2020 Plan 2030 Baseline 2030 Plan Total Modeling Area 2000 Base year 2005 Baseline 2005 Plan 2010 Baseline	884 884 912 915 912 1,011 912 1,256 9,115 9,410 9,419 9,488	9,141 9,229 9,158 9,717 9,170 9,922 9,170 10,015 42,497 43,293 43,547 43,342	10 9 9 9 73 9 73 665 846 842 888	10,034 10,123 10,079 10,641 10,091 11,006 10,091 11,344 52,277 53,549 53,808 53,718
2005 Plan 2010 Baseline 2010 Plan 2020 Baseline 2020 Plan 2030 Baseline 2030 Plan Total Modeling Area 2000 Base year 2005 Baseline 2010 Baseline 2010 Baseline 2010 Plan	884 884 912 915 912 1,011 912 1,256 9,115 9,410 9,419 9,488 9,700	9,141 9,229 9,158 9,717 9,170 9,922 9,170 10,015 42,497 43,293 43,547 43,342 45,017	10 9 9 9 73 9 73 665 846 842 888 946	10,034 10,123 10,079 10,641 10,091 11,006 10,091 11,344 52,277 53,549 53,808 53,718 55,663
2005 Plan 2010 Baseline 2010 Plan 2020 Baseline 2020 Plan 2030 Baseline 2030 Plan Total Modeling Area 2000 Base year 2005 Baseline 2005 Plan 2010 Baseline 2010 Baseline 2010 Baseline 2010 Plan 2020 Baseline	884 884 912 915 912 1,011 912 1,256 9,115 9,410 9,419 9,488 9,700 9,495	9,141 9,229 9,158 9,717 9,170 9,922 9,170 10,015 42,497 43,293 43,547 43,342 45,017 43,357	10 9 9 9 73 9 73 665 846 842 888 946 907	10,034 10,123 10,079 10,641 10,091 11,006 10,091 11,344 52,277 53,549 53,808 53,718 55,663 53,759
2005 Plan 2010 Baseline 2010 Plan 2020 Baseline 2020 Plan 2030 Baseline 2030 Plan Total Modeling Area 2000 Base year 2005 Baseline 2005 Plan 2010 Baseline	884 884 912 915 912 1,011 912 1,256 9,115 9,410 9,419 9,488 9,700	9,141 9,229 9,158 9,717 9,170 9,922 9,170 10,015 42,497 43,293 43,547 43,342 45,017	10 9 9 9 73 9 73 665 846 842 888 946	10,034 10,123 10,079 10,641 10,091 11,006 10,091 11,344 52,277 53,549 53,808 53,718 55,663

Note: The lane mile data does not include freeway ramps, freeway to freeway ramps, and centroid connectors.

Transit Centerline Miles	Local Bus	Express Bus	Rail	Maglev	Total
2000 Base Year	5,601	2,120	469	0	8,190
2005 Baseline	5,757	2,030	513	0	8,300
2005 Plan	5,757	2,030	513	0	8,300
2010 Baseline	5,757	2,030	519	0	8,306
2010 Plan	6,047	2,034	570	0	8,651
2020 Baseline	5,757	2,030	519	0	8,306
2020 Plan	6,098	2,034	606	92	8,830
2030 Baseline	5,757	2,030	519	. 0	8,306
2030 Plan	6,098	2,033	624	238	8,993

Transit Service Miles	Local Bus	Express Bus	Rail	Maglev	Total
2000 Base Year	471,752	114,867	22,979	0	609,598
2005 Baseline	500,893	109,666	32,276	0	642,835
2005 Plan	500,891	109,666	33,757	0	644,314
2010 Baseline	500,872	109,664	34,348	0	644,884
2010 Plan	544,613	110,346	46,091	0	701,050
2020 Baseline	500,872	109,664	34,348	0	644,884
2020 Plan	551,353	110,346	61,081	17,739	740,519
2030 Baseline	500,872	109,663	34,348	0	644,883
2030 Plan	551,759	110,345	71,355	54,252	787,711

(d) Work-at-home and Telecommuting – Home-Based-Work trips were reduced for work at home (3.32% for the year 2000 and all Baseline, 4.09% to 6.19% for Plan depending on the year) and Telecommuting (3.34% for the year 2000 and all Baseline, 3.83% to 5.06% for Plan depending on the year) in keeping with the trends observed since 1990. In 1990, Work-at-Home trips were 2.70% and Telecommute trips was 2.91% for a total Home-Based-Work of 5.61%. Trip rates used in trip generation are based on the 1991 Origin Destination survey. The table below shows the total reductions to the home based work person trips over the 1990 base as applied the trip generation model.

TOTAL HOME-BASED-WORK PERSON TRIP REDUCTIONS

Year Modeled	1990	2000	BL-All Years	2005PL	2010PL	2020PL	2030PL
Work-at-Home	2.70%	3.32%	3.32%	3.68%	4.09%	5.03%	6.19%
Telecommute	2.91%	3.34%	3.34%	3.58%	3.83%	4.41%	5.06%
Total Home Based Work	5.61%	6.66%	6.66%	7.26%	7.92%	9.44%	11.26%
Increase over 1990 Base	0	1.05%	1.05%	1.65%	2.31%	3.83%	5.65%

Note: Data are percent of total home-based work trips. BL = Baseline, PL = Plan

(e) Auto Operating Cost - There are two components used in calculating auto operating cost: the cost of gasoline and "other" costs. The "other" costs category includes costs for repairs, light maintenance, lubrication, tires, and accessories. The assumption used in the modeling work is that if an auto is available at the household then the depreciation of the car and the insurance costs are already being paid for whether the car is left at home or used for commuting to work.

AUTO OPERATING COSTS

Year Modeled	2000	2005	2010	2020	2030
Auto Operating Cost (cents/mile)	10.51	12.76	12.76	12.76	12.76

Note: Costs are expressed in 1989-dollar value for input into the mode choice models. Auto Operating costs are calculated using the following formula: Auto Operating Cost = Fuel Cost / Fuel Economy + Other Costs. The above assumes no real cost increase from 2005 to 2030 in auto operating cost.

- (f) Transit Fare The transit fares are estimated based on a composite of the different fares charged for different categories and weighted appropriately.
 - Cash fares including the various discounts offered to students, the elderly, and the disabled.
 - The use of monthly passes by various categories for the initial boarding, and transferring between buses.
 - The average effective express and rail zone charge for both cash and pass users.

TABLE 4 shows the transit fares utilized in the Regional Model for Years 2000, 2005, 2010, 2020, and 2030. This assumes no real cost increase in transit fares from 2000 to 2030.

TABLE 4. TRANSIT FARES (IN 1997 DOLLAR VALUE)

FARE TYPE	MTA	OCTA	OTHERS
Base Fare (Cents)	73.9	72.0	72.0
Line Haul (Cents per Mile)	6.8	6.8	6.8
Transfer (Cents)	29.5	6.0	6.0

- (g) Rule 2202 The effectiveness of Rule 2202 in SCAB was not estimated in travel demand and congestion but was credited for the emission budget analysis.
- (h) Jitneys and Vanpool The Plan for all years are assumed that one- percent of the drive alone vehicles will shift to vanpools and jitneys. Eighty percent of the one

- percent are allocated to vanpools (assumes 12 persons/van) and the remaining 20 percent are assumed to be taking jitneys.
- (i) Non-Motorized Trips. The Plans for all years assume that there will be a shifting of 1 percent of the motorized trips to non-motorized form of travel (i.e., walking and bicycling) due to Plan investment in non-motorized facilities.
- (j) Drive-alone shift to transit The Plans for all years, beginning in 2010, assume that one and one-half percent of all the drive alone trips (except school), in Los Angeles County, will divert to transit trips as suggested by Los Angeles County MTA. The shift reflects effects of long term transit restructuring—the so-called hub and spoke or transit center strategy—and associated mix-use development along MTA transit centers. For the other counties, the shifts of the drive-alone trips (except school) to transit are more modest, ranging from 0.1 to 0.6 percentage points. The shift for the Plans for all years are the expected impacts from growth visioning strategies, which include Transit Oriented Development (TOD), mix-use development, transit employment centers, and job-housing balance. The shift from drive alone to transit due to the above mentioned strategies for the Counties in the SCAG Region are shown in the table below:

HOME-BASED-WORK DRIVE-ALONE SHIFT TO TRANSIT

% of drive-alone trips to transit	2010BL	2010PL	2020BL	2020PL	2030BL	2030PL
Los Angeles County	0%	1.50%	0%	1.50%	0%	1.50%
Orange County	0%	0.25%	0%	0.38%	0%	0.50%
Riverside County	0%	0.10%	0%	0.18%	0%	0.25%
San Bernardino County	0%	0.30%	0%	0.45%	0%	0.60%
Ventura County	0%	0.20%	0%	0.30%	0%	0.40%

(k) Capacity and Free Flow Speed - The highway capacities (including Heavy Duty Truck) used in the Model for each of the facility types varies, depending on area location (i.e., CBD, urban, suburban, rural, or mountain). Free flow speeds are based on posted speeds.

Highway Capacities and Free Flow Speeds Used in the Model

	Vehicles/lane/hour	Free Flow Speed, mph (mean)
Freeway (MF, HOV)	2100	60 - 70 (64.1)
Principal Arterial	500 - 850	20 - 60 (35.6)
Minor Arterial	450 - 800	21 - 55 (32.9)
Major Collector	400 - 750	20 - 55 (33.6)

(l) Toll Roads – Currently there are four toll roads in the SCAG region. All of the toll facilities are freeways and are located in Orange County. The toll road on the SR-91 freeway is approximately 9 miles long and is part of the Riverside Freeway

which consists of 8 lanes of mixed flow and 4 lanes of toll roads (located in the center lanes of the freeway). The other three toll facilities were designed and built by private funding and requires all vehicles to pay toll fees. The effect of the toll charges on the toll roads was incorporated into the highway assignment. The cost of the toll was added to each toll facility by inserting the cost to the appropriate links and identifying the link with a unique Toll Class number. The toll cost (in dollars) converts to a time value (in minutes).

MAXIMUM TOLL COSTS APPLIED

Corridor	Peak Period	Off Peak Period
SR-91, Riverside Freeway	\$2.75	\$0.82
SR-73, San Joaquin Hills Transportation Corridor	\$0.15/mile	\$0.075/mile
SR-241, Foothill Transportation Corridor	\$0.15/mile	\$0.075/mile

Note: Costs are in 1996 dollars.

- (m) ITS The practical capacities on freeways and major arterials were not increased to reflect the improved traffic flow due to the ATT/IVHS.
- (n) Highway Assignments Vehicle trip assignment results in representative traffic volumes and average speeds on each link of the AM peak (6:00 a.m. 9:00 a.m.), PM peak (3:00 p.m. 7:00 p.m.), Midday (9:00 a.m. 3:00 p.m.) and Night (7:00 p.m. 6:00 a.m.) periods. For each time period, SCAG utilizes the equilibrium assignment algorithm logic to take into account congestion by employing a capacity-restrained iterative assignment process. The heavy-duty trucks are converted to PCE during this assignment process.

This equilibrium assignment technique adjusts link time for each iteration phase based on the volume to capacity ratio using the Bureau of Public Road (BPR) formula as shown below:

$$T = To (1+0.15 (V/C') ** 4)$$

where,

T = estimated link time at volume V

To = link time at free flow speed

V = assigned link volume

C' = practical capacity (75% of possible capacity)

(o) TABLE 5 shows the summaries of Vehicle Miles Traveled (VMT) in 1000 miles by air districts. VMT data were produced from the SCAG Regional Travel Model and does not include VMT from school buses, urban buses, and Motor Homes (non-modeled). These non-modeled VMT were provided by the California Air Resources Board (CARB) and is included in the emissions section as OTH (Other) VMT. VMT statistics for Imperial County is provided in the Imperial County section of this report.

TABLE 5. VMT (000) SUMMARY

YEAR 2000 BASE YEAR

	L & MDV	HDT	TOTAL			
Los Angeles	179,125	12,269	191,394			
Orange	64,563	2,935	67,498			
Riverside	30,722	3,416	34,138		·	
San Bernardino	26,775	2,547	29,322			
						
SCAB Total	301,185	21,167	322,352			
Ventura	15,297	739	16,036			
Antelope Valley	5,715	366	6,081			
Victor Valley Area	8,999	1,122	10,121			
Coachella Valley	6,332	543	6,875			
=======================================	====	====	====			
Modeling Area	337,528	23,937	361,465			
	YE.	AR 2005 PL	AN	YEAR	R 2005 BASEI	INE
	L & MDV	HDT	TOTAL	L & MDV	HDT	TOTAL
Los Angeles	179,275	13,052	192,327	181,194	13,056	194,250
Orange	66,157	3,122	69,279	66,749	3,118	69,867
Riverside	33,710	3,922	37,632	34,606	3,914	38,520
San Bernardino	28,489	2,881	31,370	28,884	2,891	31,775

330,608

311,433

334,412

22,979

SCAB Total

307,631 22,977

APPENDIX E • Transportation Conformity

Ventura	15,918	754	16,672	16,078	755	16,833
Antelope Valley	6,168	350	6,518	6,223	350	6,573
Victor Valley Area	9,901	1,312	11,213	10,094	1,311	11,405
Coachella Valley	6,783	651	7,434	7,139	650	7,789
=========	====	====	====	====	====	====
Modeling Area	346,401	26,044	372,445	350,967	26,045	377,012

	YEAR 2010 PLAN			YE	YEAR 2010 BASELINE			
	L & MDV	HDT	TOTAL	L & MDV	HDT	TOTAL		
Los Angeles	185,344	14,177	199,521	192,547	14,191	206,738		
Orange	70,220	3,490	73,710	72,046	3,468	75,514		
Riverside	39,511	4,653	44,164	41,252	4,591	45,843		
San Bernardino	30,528	3,238	33,766	31,917	3,298	35,215		
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SCAB Total	325,601	25,556	351,157	337,762	25,548	363,310		
Ventura	17,095	790	17,885	17,538	793	18,331		
Antelope Valley	7,450	423	7,873	7,696	419	8,115		
Victor Valley Area	11,324	1,465	12,789	11,879	1,467	13,346		
Coachella Valley	8,059	728	8,787	8,565	728	9,293		
===========	=====	====	====	====	====	===		
Modeling Area	369,531	28,964	398,495	383,440	28,955	412,395		

	YE	EAR 2020 PL	AN	YEAR 2	020 BASELIN	UE
	L & MDV	HDT	TOTAL	L & MDV	HDT	TOTAL
Los Angeles	193,615	16,469	210,084	205,507	16,611	222,118
Orange	72,596	3,863	76,459	75,720	3,870	79,590
Riverside	46,293	6,033	52,326	48,438	5,694	54,132
San Bernardino	34,639	4,162	38,801	35,880	4,090	39,970
			and then may got you may age and me			
SCAB Total	347,146	30,526	377,672	365,545	30,265	395,810
Ventura	18,387	892	19,279	18,969	900	19,869
Antelope Valley	9,832	514	10,346	10,218	518	10,736
Victor Valley Area	14,063	1,924	15,987	14,293	1,890	16,026
Coachella Valley	9,997	947	10,944	10,293	916	11,209
=======================================	====	====	====	====		====
Modeling Area	399,422	34,804	434,226	419,161	34,489	453,650
	L & MDV	AR 2030 PLA HDT	TOTAL	L & MDV	R 2030 BASEI HDT	<u>INE</u> TOTAL
Los Angeles	204,745	18,841	223,586	215,336	18,463	233,789
Orange	74,496	4,155	78,651	78,174	4,062	82,236
Riverside	53,491	7,368	60,859	54,420	6,716	61,136
San Bernardino	39,150	5,220	44,370	39,640	4,826	44,466
SCAB Total	371,882	35,584	407,466	387,570	34,057	421,627

Ventura	19,556	963	20,519	20,610	967	21,577
Antelope Valley	11,908	603	12,511	12,753	582	13,335
Victor Valley Area	16,653	2,485	19,138	16,824	2,376	19,200
Coachella Valley	11,864	1,149	13,013	11,928	1,090	13,018
=======================================	=====	====	====	====	====	====
Modeling Area	431,863	40,784	472,647	449,685	39,072	488,757

Note: L & MDV = Light and Medium Duty Vehicle, HDT = Heavy Duty Truck

- (p) Convergence Process: For each year modeled and each scenario of that modeled year, a standard 5-loop process is employed on the base scenario to obtain a convergence estimate of travel impedance. This process is as following:
 - The trip generation, trip distribution, and the mode choice models were run using the initial speeds or the "observed speeds" coded on the input highway network to develop the initial trip tables.
 - This set of initial trip tables for each time period and each vehicle highway modes were assigned to the highway network. This process produced the "first fit "pass highway assignments and yielded model-estimated congested speeds for the highway network.
 - The congested speeds were then fed back into the trip generation, trip distribution, and mode choice models.
 - The trip distribution, mode choice, and highway assignment phases were then rerun resulting in a more refined set of congested speeds for the highway network. An averaging process was utilized to smooth the variation between the first pass (loop) of the trip assignment and the second pass of the trip assignment phase. This process was repeated four times and is referred to as the feedback process.

For each scenario of that model year, one additional loop was applied. This process yields a typical VMT convergence of within one half of one percent.

FUTURE MODEL IMPROVEMENTS

Although significant improvements have been incorporated into the models used for the 2004 RTP modeling, SCAG plans to continually refine the Regional Transportation Model. Listed below are some of the major projects:

- Regional Travel Demand Model Improvement Project: SCAG is working with a consultant to improve the current Regional Transportation Model based on the results of the Year 2000 Post Census Travel Survey, Cordon Survey, and the Year 2000 Census Survey
- Expand the modeling area: As part of the Model Improvement Project, SCAG is expanding its modeling area to cover the entire SCAG Region.
- Inter-city Rail Modeling: SCAG is working with the Southern California Regional Rail Authority (SCRRA/Metrolink), San Diego Association of Governments (SANDAG), and AMTRAK to improve the inter-city rail forecast.
- New Regional Air Passenger Model: SCAG will develop airport passenger and air cargo models to be incorporated into the Regional Transportation Model to be maintained in-house.
- Arterial Speed Study and Regional Screen-line Traffic Count Program: The results of these two studies will be used to validate the current Regional Transportation Model.

2004 RTP REGIONAL EMISSION ANALYSYS

For the past two years, many have been involved in development of the 2004 Regional Transportation Plan (RTP) in consultation with all federal, state, regional, local transportation and air agencies and transit operators in this region. SCAG's Transportation Conformity Working Group and Modeling Task Force Meetings have facilitated the required interagency consultation in the various steps of the 2004 RTP process.

SCAG's 2004 RTP is consistent with the most recent estimate of mobile source emissions. The conformity analysis is based on the most recent population, employment, travel, and congestion estimates prepared by SCAG as the Metropolitan Planning Organization.

SCAG's 2004 RTP provides for timely implementation of the Transportation Control Measures (TCMs). TCMs in the 2004 RTP include, but not limited to telecommute, commute and non-commuter trip reductions, regional and inter-city transit, smart shuttles, High Occupancy Vehicle (HOV) lanes, traffic signal improvements for freeway and highway capacity enhancements, intersections improvements, and ITS.

The on-road motor emissions estimates for the 2004 RTP were analyzed using the BURDEN/EMFAC2002 emission model developed by the California Air Resources Board (CARB). For ROG, NOx, CO, NO2 and PM10 Emissions were estimated for the summer, winter, and annual average using EMFAC2002 in conjunction with the most

recent motor vehicle activity data from the 2004 RTP. For the paved road dust the following AP-42 (5th edition) equation is used

To estimate the PM10 construction-related Dust, SCAG used the ARB methodology as reflected in the Section 7.8 – Road Construction Dust (Updated August 1997) for SCAB, Coachella Valley (SSAB), and the San Bernardino County portion of MDAB. The road paving emission reduction estimates were prepared in accordance with Section 7.9 (Estimated Paved Road Dust) and Section 7.10 (Road Dust Unpaved Roads) procedures specified in ARB's Methods for Assessing Area Source Emissions in California for Coachella Valley (SSAB), and the San Bernardino County portion of MDAB (See Exhibit C1 and C2 for the related emissions analysis).

The following table reflects the required regional emission tests for the 2004 RTP. With the exception of the Imperial County and Searles Valley, all ozone and NO2 non-attainment areas are subject to emission budget tests. The PM10 and CO non-attainment areas in the South Coast Air Quality Management District (SCAQMD) are subject to emission budget test. And the rest, all PM10 non-attainment areas and the Imperial County (ozone non-attainment area) are subject to the Plan / Baseline tests. The emissions budgets in the SIP are provided for up to the respective attainment year. However, since transportation conformity findings are needed beyond the attainment years, the carrying capacities for attainment demonstration also serve as the budgets for future years.

REQUIRED REGIONAL EMISSION TESTS FOR 2004 RTP

<u>AREA</u>	OZONE	<u>CO</u>	<u>PM10</u>	<u>NO2</u>
SCAB ¹	03 SIP Budget Test (05-08-10-20-30)	03 SIP Budget Test (05-10-20-30)	03 SIP Budget Test (06-10-20-30)	03 SIP Budget Test (10-20-30)
Ventura County	04 SIP Budget Test (05-10-20-30)			
Antelope Valley	04 SIP Budget Test ³			*****
San Bernardino ²	aggregated budgets			
Coachella Valley	(05-07-10-20-30)	·		·
San Bernardino ²			Plan/Baseline Test (05-10-20-30)	
Coachella Valley	<u>-</u> -		03 SIP Budget Test (03-06-10-20-30)	
Searles Valley			Plan/Baseline Test (05-10-20-30)	
Imperial County	Plan/Baseline Test (05-10-20-30)		Plan/Baseline Test (05-10-20-30)	

Note: Years in parentheses are milestone years, or attainment years, or maintenance year, or planning

horizon year.

Note: VMT and emission figures of year 2006, year 2007, and year 2008 are estimated by interpolation

Between year 2005 and year 2010.

Note 1: Including the Banning Pass area for federal non-attainment area

Note 2: Excluding the Searles Valley Area

Note 3: The aggregated emission budgets established in the 2004 Ozone SIPs for Antelope Valley, the portion of San Bernardino County and the Coachella Valley

SOUTH COAST AIR BASIN (SCAB)

The South Coast Air Basin (SCAB) which covers the urbanized portions of the Los Angeles, Orange, Riverside, and San Bernardino counties and is within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The entire basin is non-attainment areas for the CO (2000), Ozone (2010), NO2 (1995) and PM10 (2006). Each pollutant's attainment year is cited in parentheses.

The related pollutant and VMT by year and by Vehicle Class are presented in the following tables:

SUMMER	ROG	NOx	CO	PM10	VMT
2005 PLAN					
HDT	31.28	309.27	226.65	5.71	22976
L&M	228.15	214.30	2320.50	12.41	307630
OTH	4.47	27.05	65.93	0.57	2843
SUM	263.93	550.63	2613.07	18.67	333450
2010 PLAN					
HDT	25.34	234.26	155.86	4.74	255556
L&M	161.07	144.46	1616.57	13.48	325600
OTH	3.84	24.89	47.07	0.54	3083
SUM	190.24	403.61	1819.52	18.79	354240
2020 PLAN					
HDT	18.29	101.78	83.40	3.58	30526
L&M	86.87	63.61	767.29	14.70	347146
OTH	3.09	19.74	21.32	0.50	3556
SUM	108.26	185.14	872.03	18.78	381228
2030 PLAN					
HDT	15.83	71.31	69.50	3.62	35585
L&M	56.14	34.83	457.60	15.85	371882
OTH	1.64	15.09	14.80	0.48	4486
SUM	73.62	121.22	541.89	19.95	411953
WINTER	ROG	NOx	co	PM10	VMT
.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,					
2005 PLAN					
HDT	34.11	338.89	245.61	5.71	22976
L&M	252.69	253.62	2317.45	12.41	307630
OTH	4.52	30.19	67.20	0.57	2843
SUM	291.33	622.70	2630.27	18.67	333450
2010 PLAN					
HDT	27.53	255.84	170.94	4.74	255556
L&M	179.09	170.45	1612.49	13.48	325601
OTH	3.86	27.71	47.66	0.54	3083
SUM	210.47	454.01	1831.10	18.79	354240
2020 PLAN	40	100 -0	00.07	2.50	20525
HDT	19.90	109.70	92.87	3.58	30526
L&M	96.27	75.03	756.65	14.70	347146
OTH	3.07	21.88	21.26	0.50	3556
SUM	119.24	206.61	870.78	18.78	381228

2030 PLAN					
HDT	17.24	75.74	75.70	3.62	35585
L&M	62.71	41.01	444.26	15.81	371882
OTH	1.68	16.70	14.87	0.48	4486
SUM	81.63	133.44	534.82	19.91	411953
ANNUAL	ROG	NOx	CO	PM10	VMT
2005 PLAN		· · · · · · · · · · · · · · · · · · ·			,
HDT	33.08	318.72	245.25	5.71	22976
L&M	232.03	231.76	2353.52	12.41	307630
OTH	4.47	28.00	67.15	0.57	2843
SUM	269.58	578.48	2665.93	18.67	333450
2010 PLAN		•			
HDT	26.58	241.14	170.57	4.74	255556
L&M	162.45	156.16	1638.35	13.48	325601
OTH	3.82	25.74	47.68	0.54	3083
SUM	192.88	423.06	1856.60	18.78	354240
2020 PLAN					
HDT	18.97	104.52	92.60	3.58	30526
L&M	85.49	68.77	770.97	14.70	347146
OTH	3.04	20.37	21.31	0.50	3556
SUM	107.51	193.67	884.87	18.78	381228
SUM	107.51	193.07	004.07	10.70	301220
2030 PLAN					
HDT	16.35	73.00	75.57	3.62	35585
L&M	55.01	37.59	454.74	15.85	371882
OTH	1.65	15.56	14.87	0.48	4486
SUM	73.01	126.16	545.18	19.95	411953

Note: HDT = Heavy Duty Truck,

L&M = Light and Medium Duty Vehicle,

OTH = Other Vehicle = School Bus, Urban Bus and Motor Home

Emissions in tons/day, VMT in 1000-miles

Including the Banning Pass area for the federal ozone, PM10, CO and NO2 analyses

Emissions budgets based on the SCAQMD approved 2003 AQMP

OZONE PRECURSOR

The emission budgets established in the 2003 Ozone SIP (1-hour standard) as the applicable emissions budgets for conformity analysis and year 2010 is the Ozone attainment year for SCAB.

The ozone emissions budgets for ROG and NOx are derived from the summer planning inventory and the reductions from defined new measures in the 2003 SIP.

REACTIVE ORGANIC	GAS EMISS	SIONS (ROG)	- SUMMER		
	YR 2005	YR 2008	YR 2010	YR 2020	YR 2030
2004 RTP Plan Rule 2202	263.930 - 2.595	216.990 - 1.967	190.240 - 1.672	108.260 - 0.802	73.620 - 0.493
Adjusted Emission	261.335	215.023	188.568	107.458	73.127
I/M Improvements	- 2.700	- 2.200	- 1.900	0.000	0.000
Adjusted Emission	258.635	212.823	186.668	107.458	73.127
New Defined State Measures	0.000	0.000	- 35.200	0.000	0.000
Adjusted Emission	258.635	212.823	151.468	107.458	73.127
New Local Measures	0.000	0.000	0.000	0.000	0.000
Adjusted Emission	258.635	212.823	151.468	107.458	73.127
Emission Budgets	263.000	216.000	155.000	155.000	155.000
Difference (Adj – Budget)	- 4.365	- 3.177	- 3.532	- 47.542	- 81.873

Conformity finding requirement: the ROG emissions must be equal or less than emission budgets.

Note: Year 2008 RTP Plan emission is estimated by interpolation between year 2005 and year 2010.

OXIDES OF NITROGEN EMISSIONS (NOx) -SUMMER								
	YR 2005	YR 2008	YR 2010	YR 2020	YR 2030			
2004 RTP Plan	550.630	459.480	403.610	185.140	121.220			
Rule 2202	- 2.882	- 2.102	- 1.717	- 0.729 	- 0.391			
Adjusted Emission	547.748	457.378	401.893	184.411	120.829			
I/M Improvements	- 4.200	- 3.700	- 3.400	0.000	0.000			
Adjusted Emission	543.548	453.678	398.493	184.411	120.829			
New Defined State Measures	0.000	0.000	- 49.400	0.000	0.000			
Adjusted Emission	543.548	453.678	349.093	184.411	120.829			
New Local Measures	0.000	0.000	0.000	0.000	0.000			
Adjusted Emission	543.548	453.678	349.093	184.411	120.829			
Emission Budgets	546.000	464.000	352.000	352.000	352.000			
Difference (Adj – Budget)	- 2.452	- 10.322	- 2.907	- 167.589	- 231.171			

Conformity finding requirement: the NOx emissions must be equal or less than emission budgets.

Note: Year 2008 RTP plan emission is estimated by interpolation between year 2005 and year 2010.

PARTICULATE MATTER LESS THAN 10 MICRONS (PM10)

The PM10 emissions budgets for PM10 and the PM10 precursors ROG and NOx are derived from the annual average planning inventory

ROG	! Δ	N	IN	II	ĬΔ	١T	Δ٦	/FR	Δ	GF
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. 	YR 2006	YR 2010	YR 2020	YR 2030
2004 RTP Plan Rule 2202	250.570 - 2.511	192.880 - 1.767	107.510 - 0.839	73.010 - 0.515
Adjusted Emission	248.059	191.113	106.671	72.495
I/M Improvements	- 2.600	- 1.900	0.000	0.000
Adjusted Emission	245.459	189.213	106.671	72.495
New Defined State Measures	0.000	0.000	0.000	0.000
Adjusted Emission	245.459	189.213	106.671	72.495
New Local Measures	0.000	0.000	0.000	0.000
Adjusted Emission	245.459	189.213	106.671	72.495
Emission Budgets	251.000	251.000	251.000	251.000
Difference (Adj – Budget)	- 5.541	- 61.787	- 144.329	- 178.505

Conformity finding requirement: the ROG emissions must be equal or less than emission budgets.

Note: Year 2006 RTP plan emission is estimated by interpolation between year 2005 and year 2010.

NOx – ANNUAL AVERAGE									
	YR 2006	YR 2010	YR 2020	YR 2030					
2004 RTP Plan	541.960	423.060	193.670	126.160					
Rule 2202	- 2.793	- 1.855	- 0.788	- 0.422					
Adjusted Emission	539.167	421.205	192.882	125.738					
I/M Improvements	- 4.100	- 3.400	0.000	0.000					
Adjusted Emission	535.067	417.805	192.882	125.738					
New Defined State Measure	0.000	- 0.000	0.000	0.000					
Adjusted Emission	535.067	417.805	192.882	125.738					
New Local Measures	0.000	0.000	0.000	0.000					
Adjusted Emission	535.067	417.805	192.882	125.738					
Emission Budgets	549.000	549.000	549.000	549.000					
Difference (Adj – Budget)	- 13.933	- 131.195	- 356.118	- 423.262					

Conformity finding requirement: the NOx emissions must be equal or less than emission budgets.

Note: Year 2006 RTP plan emission is estimated by interpolation between year 2005 and year 2010.

PM10 - ANNUAL AVERAGE

Rule 2202

The purpose of this Rule is to provide employers with a menu of options to reduce mobile source emissions generated from employee commutes, to comply with federal and state Clean Air Act requirements, Health & Safety Code Section 40458, and Section 182(d)(1)(B) of the federal Clean Air Act. Effective June 19, 1998, this rule applies to any employer who employs 250 or more employees on a full or part-time basis at a work site for a consecutive six-month period calculated as a monthly average, except as provided in subdivision (1) of this rule.

The provisions of this rule shall apply to specified land uses and activities conducted within the South Coast Air Quality Management District. Details on the conditions and exemptions attached to this rule may be found at:

http://www.aqmd.gov/rules/html/r2202.html

Rule 403

The purpose of this rule is to reduce the amount of particulate matter entrained in the ambient air as a result of anthropogenic (man-made) fugitive dust sources by requiring actions to prevent, reduce or mitigate fugitive dust emissions. The provisions of this rule shall apply to any activity or man-made condition capable of generating fugitive dust

within the South Coast Air Quality Management District. Details on the conditions and exemptions attached to this rule may be found at: http://www.agmd.gov/rules/html/r403.html>

Rule 1186

The purpose of this rule is to reduce the amount of particulate matter entrained in the ambient air as a result of vehicular travel on paved and unpaved public roads, and at livestock operations. The provisions of this rule shall apply to specified land uses and activities conducted within the South Coast Air Quality Management District which result in fugitive dust. Details on the conditions and exemptions attached to this rule may be found at: http://www.aqmd.gov/rules/html/r1186.html>

Backstop

There is projected long-term growth in direct PM10 emissions due to increased vehicle travel on paved and unpaved roads. To address this increase in primary PM10 emissions from travel while continuing to provide for attainment after 2006, 2003 AQMP establishes a mechanism for conformity demonstration purposes based on the implementation of the new control measures, "Transportation Conformity Budget Backstop Control Measure" in which commitments are made to achieve additional PM10 reductions from transportation-related PM10 source categories in year 2020 and year 2030 to offset the increased emissions. Specifically, the measure is proposed to be adopted in year 2019 and year 2029 in order to achieve 9 and 16 tons per day of PM10 reductions in year 2020 and year 2030, respectively.

	YR 2006	YR 2010	YR 2020	YR 2030
Reentrained Road Dust	175.835	181.976	191.279	202.871
Rule 403A	0.850	0.850	0.850	0.850
Rule 1186	0.913	0.865	0.865	0.865
Adjusted Emission	136.456	133.798	140.638	149.161
Backstop (TCB-01)	0.000	0.000	- 9.000	- 16.000
Adjusted Emission	136.456	133.798	131.638	133.161
Road Construction Dust	2.200	2.200	2.200	2.200
Adjusted Emission	138.656	135.998	133.838	135.361
Unpaved Road Dust	8.700	8.700	8.700	8.700
Adjusted Emission	147.356	144.698	142.538	144.061
Motor Vehicle (RTP)	18.670	18.780	18.780	19.950
Adjusted Emission	166.026	163.478	161.318	164.011
Rule 2202	- 0.085	- 0.085	- 0.093	- 0.100
Adjusted Emission	165.941	163.393	161.225	163.911

I/M Improvements	0.000	0.000	0.000	0.000
Adjusted Emission	165.941	163.393	161.225	163.911
New Defined State Measure	0.000	0.000	0.000	0.000
Adjusted Emission	165.941	163.393	161.225	163.911
New Local Measures	0.000	0.000	0.000	0.000
Adjusted Emission	165.941	163.393	161.225	163.911
Emission Budgets	166.000	166.000	166.000	166.000
Difference (Adj – Budget)	- 0.059	- 2.607	- 4.775	- 2.089

Conformity finding requirement: the PM10 emissions must be equal or less than emission budgets.

Note: Year 2006 RTP plan emissions are estimated by interpolation between year 2005 and year 2010.

CARBON MONOXIDE (CO)

CO - WINTER

The CO emission budgets for CO are derived from the winter planning inventory.

	YR 2005	YR 2010	YR 2020	YR 2030
2004 RTP Plan Rule 2202	2630.27 - 30.96	1831.10 - 20.42	870.78 - 8.91	534.82 - 5.01
Adjusted Emission	2599.31	1810.68	861.87	529.81
I/M Improvements	0.00	0.00	0.00	0.00
Adjusted Emission	2599.31	1810.68	861.87	529.81
New Defined State Measures	0.00	0.00	0.00	0.00
Adjusted Emission	2599.31	1810.68	861.87	529.81
New Local Measures	0.00	0.00	0.00	0.00
Adjusted Emission	2599.31	1810.68	861.87	529.81
Emission Budgets	3361.00	3361.00	3361.00	3361.00
Difference (Adj – Budget)	- 761.69	- 1550.32	- 2499.13	- 2831.19

Conformity finding requirement: the CO emissions must be equal or less than emission budgets.

NO2 PRECURSOR

NOx - WINTER

The NO2 emission budgets for NOx are derived from the winter planning inventory.

	YR 2005	YR 2010	YR 2020	YR 2030
2004 RTP Plan Rule 2202	622.700 - 3.409	454.010 - 2.024	206.610 - 0.859	133.440 - 0.460
Adjusted Emission	619.291	451.986	205.751	132.980
I/M Improvements	- 4.200	- 3.400	0.000	0.000
Adjusted Emission	615.091	448.586	205.751	132.980
New Defined State Measures	0.000	0.000	0.000	0.000
Adjusted Emission	615.091	448.586	205.751	132.980
New Local Measures	0.000	0.000	0.000	0.000
Adjusted Emission	615.091	448.586	205.751	132.980
Emission Budgets	686.000	686.000	686.000	686.000
Difference (Adj – Budget)	- 70.909	- 237.414	- 480.249	- 553.020

Conformity finding requirement: the NO2 emissions must be equal or less than emission budgets.

COACHELLA VALLEY

The Coachella Valley is the desert portion of Riverside County in the Salton Sea Air Basin and the South Coast Air Quality Management District (SCAQMD) is the local agency responsible for air quality assessment and improvement in the Coachella Valley. PM10 attainment year is 2006.

ANNUAL	Total Ex	Tire Wear	Brake Wear	Total PM10	VMT	Road Dust
2005 PLAN						
HDT	0.09	0.01	0.00	0.12	651	
L&M	0.13	0.06	0.10	0.28	6782	
OTH	0.00	0.00	0.00	0.01	72	
SUM	0.23	0.08	0.10	0.41	7505	5.924
2010 PLAN						
HDT	0.07	0.01	0.00	0.11	728	
L&M	0.17	0.06	0.12	0.35	8059	
OTH	0.01	0.00	0.00	0.01	81	
					and and and any low rate and	
SUM	0.26	0.09	0.12	0.47	8869	6.653

2020 PLAN						i
HDT	0.06	0.02	0.01	0.10	947	ļ
L&M	0.21	0.09	0.14	0.44	9997	!
OTH	0.00	0.00	0.00	0.01	101	
SUM	0.29	0.11	0.15	0.56	11045	7.813
2030 PLAN						
HDT	0.06	0.02	0.01	0.11	1149	
L&M	0.27	0.11	0.16	0.54	11863	
OTH	0.00	0.00	0.00	0.01	133	

SUM	0.34	0.14	0.18	0.66	13144	9.003

Note: Emissions are based on annual average

HDT = Heavy Duty Truck,

L&M = Light and Medium Duty Vehicle,

OTH = Other Vehicle = School Bus, Urban Bus and Motor Home

Emissions in tons/day, VMT in 1000-miles

Excluding the Banning Pass area for the federal PM10 analyses

Emissions budgets based on the SCAQMD approved 2003 AQMP

PARTICULATE MATTER LESS THAN 10 MICRONS (PM10)

PM10 – ANNUAL AVERAGE

	YR 2006	YR 2010	YR 2020	YR 2030
Reentrained Road Dust	6.070	6.653	7.813	9.003
Rule 403A - like	0.850	0.850	0.850	0.850
Rule 1186 - like	0.970	0.930	0.930	0.930
Adjusted Emission	5.005	5.259	6.176	7.117
Road Construction Dust	0.060	0.060	0.065	0.070
Adjusted Emission	5.065	5.319	6.241	7.187
Unpaved Road Dust	3.680	3.680	3.255	2.830
Adjusted Emission	8.745	8.999	9.496	10.017
Motor Vehicle (RTP)	0.430	0.470	0.560	0.660
Adjusted Emission	9.175	9.469	10.056	10.677
Emission Budgets	10.900	10.900	10.900	10.900
Difference (Adj – Budget)	- 1.725	- 1.431	- 0.844	- 0.223

Conformity finding requirement: the PM10 emissions must be equal or less than emission budgets.

Note: Emissions in tons/day, VMT in 1000-miles

Excluding the Banning Pass area for the federal PM10 analyses Emissions budgets based on the SCAQMD approved 2003 AQMP

MOJAVE DESERT AIR BASIN (MDAB)

San Bernardino County portion of MDAB excluding Searles Valley PM10 non-attainment area. There is no PM10 emission budgets. The related pollutant and VMT by year and by Vehicle Class are presented in the following tables:

YEAR 2005	Total Ex	Tire Wear	Brake Wear	Total PM10	VMT	Road Dust
2004 RTP			0.00	0.00	1011	
HDT	0.21	0.03	0.02	0.25	1311	
L&M	0.20	0.09	0.13	0.43	9901	
OTH	0.02	0.00	0.00	0.04	175	
SUM	0.44	0.12	0.16	0.71	11387	7.077
BASELINE						
HDT	0.21	0.03	0.02	0.25	1311	
L&M	0.21	0.09	0.14	0.44	10095	
OTH	0.02	0.00	0.00	0.04	175	
SUM	0.44	0.12	0.16	0.72	11580	7.144
YEAR 2010	Total Ex	Tire Wear	Brake Wear	Total PM10	VMT	Road Dust
0004 DED						
2004 RTP	0.16	0.03	0.02	0.22	1465	
HDT	0.16	0.03	0.02	0.49	11324	
L&M	0.24 0.02	0.10	0.13	0.49	206	
OTH	0.02	0.00	0.00	0.04	200	
SUM	0.42	0.14	0.18	0.74	12995	8.016
BASELINE						
HDT	0.17	0.03	0.02	0.22	1467	
L&M	0.25	0.11	0.17	0.51	11879	
OTH	0.02	0.00	0.00	0.04	206	
SUM	0.44	0.14	0.19	0.77	13553	8.297
YEAR 2020	Total Ex	Tire Wear	Brake Wear	Total PM10	VMT	Road Dust
2004 RTP						
HDT	0.12	0.04	0.03	0.19	1924	
L&M	0.29	0.13	0.20	0.61	14061	
OTH	0.02	0.00	0.00	0.04	277	
SUM	0.44	0.17	0.22	0.84	16263	9.996

BASELINE						i
HDT	0.12	0.04	0.02	0.19	1890	İ
L&M	0.31	0.13	0.20	0.62	14136	!
OTH	0.02	0.00	0.00	0.04	277	
SUM	0.45	0.17	0.23	0.85	16302	10.061
YEAR 2030	Total Ex	Tire Wear	Brake Wear	Total PM10	VMT	Road Dust
1 EAR 2030	_ IUIAI EX	THE WEAT	Diake Wear	10tai 111110	A TAT T	Road Dust
2004 RTP						
HDT	0.12	0.06	0.04	0.22	2485	
L&M	0.36	0.15	0.23	0.74	16654	
OTH	0.02	0.00	0.00	0.03	371	
						-
SUM	0.52	0.21	0.27	1.00	19510	11.987
BASELINE						
HDT	0.12	0.06	0.03	0.21	2377	
L&M	0.38	0.15	0.23	0.77	16825	
OTH	0.02	0.00	0.00	0.03	371	
SUM	0.54	0.21	0.27	1.02	19571	12.087

Note: HDT = Heavy Duty Truck,

L&M = Light and Medium Duty Vehicle,

OTH = Other Vehicle = School Bus, Urban Bus and Motor Home

Emissions in tons/day, VMT in 1000-miles

PARTICULATE MATTER LESS THAN 10 MICRONS (PM10)

PM10 – ANNUAL AVERAGE

	YR 2005	YR 2010	YR 2020	YR 2030
2004 RTP				
Road Dust	7.077	8.016	9.996	11.987
Motor Vehicle	0.710	0.740	0.840	1.000
Total Emission	7.787	8.756	10.836	12.987
BASELINE				
Road Dust	7.144	8.297	10.061	12.087
Motor Vehicle	0.720	0.770	0.850	1.020
Total Emission	7.864	9.067	10.911	13.107
Difference	- 0.077	- 0.311	- 0.075	- 0.120

Conformity finding requirement: the Plan scenario's emissions must less than the Baseline scenario's emissions.

SOUTHEAST DESERT MODIFIED AREA

(Antelope Valley, San Bernardino County portion of MDAB, and Coachella Valley)

The current SCAG's modeling area for the San Bernardino County portion of the Mojave Desert Air Basin does not include some portion of the ozone non-attainment area, including about 118 miles of interstate highway (termed the "Mojave Valley"). California Air Resources Board (CARB) staff undertook a separate assessment to develop vehicle activity estimates for this area.

Thus, the full ozone non-attainment area was developed with vehicle activity estimates for four separate areas: (1) Coachella Valley, under the jurisdiction of South Coast Air Quality Management District (SCAQMD), (2) Antelope Valley, under the jurisdiction of the Antelope Valley Air Pollution Control District, (3) Victor Valley, under the jurisdiction of the Mojave Desert Air Quality Management District (MDAQMD), and (4) Mojave Valley, a portion of the ozone non-attainment area in MDAQMD which is not included in SCAG's modeling area. The emission budgets for the full non-attainment area are combined from portions of three counties – Riverside (Coachella Valley), Los Angeles (Antelope Valley) and San Bernardino (Victor Valley and Mojave Valley). There are no sub-area budgets, per agreement by ARB, SCAG, MDAQMD and SCAQMD.

The related pollutant and VMT by year and by Vehicle Class are presented in the following tables:

(1) COACHELLA VALLEY

	ROG	NOx	PM10	VMT
2005 PLAN				
HDT	0.76	7.77	0.12	651
L&M	3.49	3.82	0.28	6782
OTH	0.10	0.48	0.01	72
SUM	4.35	12.08	0.41	7505
	ROG	NOx	PM10	VMT
2010 PLAN				
HDT	0.56	6.01	0.11	728
L&M	2.73	2.87	0.35	8059
OTH	0.08	0.44	0.01	81
SUM	3.39	9.31	0.47	8869
	ROG	NOx	PM10	VMT
2020 PLAN				
HDT	0.47	3.15	0.10	947
L&M	1.70	1.43	0.44	9997
OTH	0.08	0.35	0.01	101
				140:-
SUM	2.25	4.92	0.56	11045

	ROG	NOx	PM10	<u>VMT</u>
2030 PLAN				
HDT	0.48	2.30	0.11	1149
L&M	1.34	0.90	0.54	11863
OTH	0.03	0.27	0.01	133
SUM	1.85	3.47	0.66	13144

(2) ANTELOPE VALLEY

	ROG	NO _x	PM10	VMT
2005 PLAN				
HDT	0.48	3.67	0.06	350
L&M	4.48	4.62	0.24	6168
OTH	0.12	0.58	0.01	83
SUM	5.07	8.85	0.32	6601
	ROG	NOx	PM10	VMT
2010 PLAN				
HDT	0.42	3.15	0.06	423
L&M	3.13	3.16	0.28	7450
OTH	0.10	0.57	0.01	101
SUM	3.67	6.86	0.37	7975
	DOC	NO	DX//10	VANT

	ROG	NOx	PM10	<u>VMT</u>
2020 PLAN				
HDT	0.29	1.34	0.05	514
L&M	1.74	1.50	0.39	9832
OTH	0.09	0.42	0.01	150
SUM	2.13	3.25	0.46	10495

	ROG	NO _x	PM10	VMT
2030 PLAN				
HDT	0.25	0.97	0.05	603
L&M	1.36	0.95	0.49	11909
OTH	0.04	0.36	0.02	229
SUM	1.65	2.28	0.56	12741

(3) VICTOR VALLEY

	ROG	NOx_	PM10	VMT
2005 PLAN				
HDT	2.15	16.49	0.25	1311
L&M	7.40	8.65	0.43	9901
OTH	0.36	1.22	0.04	175
SUM	9.91	26.35	0.71	11387

·	ROG	NOx	PM10	VMT
2010 PLAN				
HDT	1.72	13.19	0.22	1465
L&M	4.93	5.82	0.49	11324
OTH	0.25	1.22	0.04	206
SUM	6.90	20.24	0.74	12996
	ROG	NOx	PM10	VMT
2020 PLAN				
HDT	1.14	5.86	0.19	1924
L&M	2.54	2.63	0.61	14063
OTH	0.20	1.07	0.04	277
SUM	3.88	9.54	0.84	16262
	ROG	NOx	PM10	VMT
2030 PLAN				
HDT	1.13	4.72	0.22	2485
L&M	1.91	1.54	0.74	16654
OTH	0.10	0.81	0.03	371
	2.12	7.07	1.00	10510
SUM	3.13	7.07	1.00	19510

Note: HDT = Heavy Duty Truck,

L&M = Light and Medium Duty Vehicle,

OTH = Other Vehicle = School Bus, Urban Bus and Motor Home

Emissions in tons/day, VMT in 1000-miles

OZONE PRECURSOR

REACTIVE ORGANIC GAS EMISSIONS (ROG) - SUMMER

	YR 2005	YR 2007	YR 2010	YR 2020	YR 2030
Coachella Valley	4.350	3.930	3.390	2.250	1.850
Rule 2202	- 0.038	- 0.034	- 0.028	- 0.016	- 0.012
Adjusted Emission	4.312	3.896	3.362	2.234	1.838
Antelope Valley	5.070	4.470	3.670	2.130	1.650
Victor Valley	9.910	8.560	6.900	3.880	3.130
Adjusted Emission	19.292	16.926	13.932	8.244	6.618
Mojave Valley	3.800	3.376	2.740	1.700	1.550
Adjusted Emission	23.092	20.302	16.672	9.944	8.168
Emission Budgets	26.500	23.200	23.200	23.200	23.200
Difference (Adj – Budget)	- 3.408	- 2.898	- 6.528	- 13.256	- 15.032

Conformity finding requirement: the ROG emissions must be equal or less than emission budgets.

Note: CARB estimated VMT and emissions for the Mojave Valley subarea.

Year 2007 figures are estimated by interpolation between year 20005 and year 2010.

OXIDES OF NITROGE	OXIDES OF NITROGEN EMISSIONS (NOx) -SUMMER					
	YR 2005	YR 2007	YR 2010	YR 2020	YR 2030	
Coachella Valley Rule 2202	12.080 - 0.052	11.050 - 0.045	9.310 - 0.035	4.920 - 0.017	3.330 - 0.011	
Adjusted Emission	12.028	11.005	9.275	4.903	3.319	
Antelope Valley	8.850	8.020	6.860	3.250	2.310	
Victor Valley	26.350	24.120	20.240	9.540	6.840	
Adjusted Emission	47.228	43.145	36.375	17.693	12.469	
Mojave Valley	17.290	16.218	14.610	6.500	5.010	
Adjusted Emission	64.518	59.363	50.985	24.193	17.479	
Emission Budgets	68.300	63.200	63.200	63.200	63.200	
Difference (Adj – Budget)	- 3.782	- 3.837	- 12.215	- 39.007	- 45.721	

Conformity finding requirement: the NOx emissions must be equal or less than emission budgets.

Note: CARB estimated VMT and emissions for the Mojave Valley subarea. Year 2007 figures are estimated by interpolation between year 20005 and year 2010

MOJAVE DESERT AIR BASIN (MDAB)

Searles Valley

The Searles Valey planning area is designated as the PM10 federal non-attainment area. There are no proposed projects or programs in the 2004 RTP for transportation improvements in the Searles Valley area. Therefore, there are no differences between the 2004 RTP Plan and Baseline scenarios.

The population changes are very insignificant changes between 2000 and 2030The following table shows VMT and estimated PM10 for year 1990, 2000, 2010,2020, and 2030. The vehicle miles traveled (VMT) in this area is composed of the local traffic and the through traffics (Route 178, connecting Kern County through San Bernardino County to Inyo County).

	YR 1990	YR 2000	YR 2010	YR 2020	YR 2030
VMT	75800	76900	78000	79100	80300
PM10	0.0471	0.0478	0.0485	0.0492	0.0499

Note: The future years are estimated based on the 1.45% growth rate from year 1990 to year 2000. To estimate the PM10 emissions, SCAG uses Victor valley's PM10/VMT ratios.

VENTURA COUNTY

Ventura County portion of the South Centeral Coast Air Basin (SCCAB) which covers the entire Ventura County and is within the jurisdiction of the Ventura County Air Pollution Control District (VCAPCD). The entire county is an Ozone non-attainment area (attainment year 2005).

	VMT	ROG	NOx
2005 PLAN			
HDT	754	1.17	9.16
L&M	15917	13.02	11.47
OTH	148	0.20	0.89
SUM	16821	14.37	21.52
2010 PLAN			
HDT	790	0.86	6.65
L&M	17095	9.77	7.89
OTH	162	0.14	0.78
SUM	18046	10.79	15.33
2020 PLAN			
HDT	892	0.62	2.98
L&M	18387	5.49	3.36
OTH	188	0.10	0.56
SUM	19468	6.21	6.91
2030 PLAN			
HDT	963	0.57	2.09
L&M	19555	3.55	1.85
OTH	238	0.05	0.41
SUM	20758	4.16	4.35

OZONE PRECURSOR

REACTIVE ORGANIC GAS EMISSIONS (ROG) - SUMMER

	YR 2005	YR 2010	YR 2020	YR 2030
RTP I/M Improvements	14.370 - 0.150	10.790 - 0.110	6.210 0.040	4.160
Adjusted Emission	14.220	10.680	6.170	4.160
Emission Budgets	14.300	14.300	14.300	14.300
Difference (Adj – Budget)	- 0.080	- 3.620	- 8.130	- 10.140

Conformity finding requirement: the ROG emissions must be equal or less than emission budgets.

OXIDES OF NITROGEN EMISSIONS (NOx) -SUMMER

	YR 2005	YR 2010	YR 2020	YR 2030
RTP	21.520	15.330	6.910	4.350
I/M Improvements	- 0.220	- 0.180	0.080	0.000
Adjusted Emission	21.300	15.150	6.830	4.350
Emission Budgets	21.400	21.400	21.400	21.400
Difference (Adj – Budget)	- 0.100	- 6.250	- 14.570	- 17.050

Conformity finding requirement: the NOx emissions must be equal or less than emission budgets.

IMPERIAL COUNTY

The Imperial County portion of the Salton Sea Air basin is designated by the Environmental Protection Agency (EPA) as a non-attainment area for particulate matter less than 10 microns in size (PM10) and for transitional ozone.

The SCAG Regional Transportation Model does not cover Imperial County. Therefore the conformity analysis is based on the Imperial County Subregional Model. The purpose of the Model is to forecast travel demand on state highways and major county roads. The Model produces peak season (winter months) weekday travel forecasts. In addition to developing traditional forecasts of auto trips, the model also contains modules to predict recreational trips.

The primary study area is composed of 520 transportation analysis zones representing the entire County of Imperial. Sixty-five large macro zones, representing the City of Mexicalli, were appended to the study area to enable the estimation of cross border

traffic. Interaction with areas outside the study area is accomplished through the use of sixteen external cordon stations.

The general vehicle travel demand model follows the traditional modeling process of trip generation, trip distribution, and traffic assignment. Recreational trips were estimated using special generators representing the major recreational sites.

The Imperial County Model uses the latest Socio-Economic Data (SED) to estimate travel activity. The specific variables include household type, employment by type, and population. The Socio-Economic Data was developed by the Southern California Association of Governments based on input from Imperial County jurisdictions

. The SED are summarized for Imperial County for the population and employment for years 2000, 2010, 2020, and 2030 as shown in the following Table.

Summary of Total Population and Total Employment for Imperial County by Years

	Popu	Population		nent
Year	Baseline	Plan	Baseline	Plan
2000	147,000	147,000	55,400	55,400
2010	189,000	189,000	76,700	76,700
2020	230,900	230,900	93,100	93,100
2030	269,900	269,900	110,100	110,100

Computerized highway networks were developed representing the various highway system scenarios. Highway network attributes and highway configurations were checked for accuracy by County and Caltrans staff. Highway lane miles by facility types are shown on the following table for the Baseline and Plan scenarios for the years 2000, 2010, 2020, and 2030.

Summary of Transportation Syst	iem Attributes.
--------------------------------	-----------------

Year and Scenario		Highway Lane M	liles
Imperial County	FWY	Arterial	Total
2000 Base year	379	3,168	3,547
2010 Baseline	379	3,230	3,609
2010 Plan	379	3,235	3,614
2020 Baseline	379	3,230	3,609
2020 Plan	404	3,261	3,665
2030 Baseline	379	3,230	3,609
2030 Plan	404	3,261	3,665
2030 Plan	404	3,261	3,665
			

Note: Lane miles do not include freeway ramps, and centroid connectors. The conformity tests are based on Plan/Baseline tests of regional emissions caused by the proposed transportation plan.

The following tables show Vehicle miles traveled (VMT) and results of emissions (ROG, NOx, Tire Wear, Brake Wear, and Total PM10) for year 2000, 2010, 2020, and 2030.

YEAR	VMT	ROG	NOx	PM10 ex	Tire W	Brake W	Total PM10
2000	4734	10.47	13.65	0.30	0.05	0.07	0.41
2010 Plan	6359	7.22	11.79	0.27	0.07	0.09	0.42
2010 Baseline	6362	7.23	11.80	0.27	0.07	0.09	0.42
2020 Plan	8367	5.61	8.88	0.27	0.09	0.12	0.48
2020 Baseline	8382	5.63	8.88	0.27	0.09	0.12	0.48
2030 Plan	10529	5.69	7.79	0.31	0.13	0.15	0.59
2030 Baseline	10572	5.72	7.81	0.32	0.13	0.15	0.59

Note: No I/M program in effect, Emissions in tons per day, VMT in 1000-miles

REACTIVE ORGANIC GAS EMISSIONS (ROG)

	YR 2005	YR 2010	YR 2020	YR 2030
RTP	8.845	7.220	5.610	5.690
Baseline	8.850	7.230	5.630	5.720
Difference	- 0.005	- 0.010	- 0.020	- 0.030

Conformity finding requirement: the Plan scenario's emissions must less than the Baseline scenario's emissions.

Note: Year 2005 emissions are estimated by interpolation between year 2000 and year 2010.

OXIDES OF NITROGEN EMISSIONS (NOx) -SUMMER

	YR 2005	YR 2010	YR 2020	YR 2030
RTP	12.720	11.790	8.880	7.790
Baseline	12.725	11.800	8.881	7.810
Difference	- 0.005	- 0.010	- 0.001	- 0.020

Conformity finding requirement: the Plan scenario's emissions must less than the Baseline scenario's emissions.

Note: Year 2005 emissions are estimated by interpolation between year 2000 and year 2010.

The paved Road Dust emission factors for each road type are computed based on EPA's AP-42 (5th Edition).

Emission factors for Tire Wear, Brake Wear, and Exhaust are based on EMFAC2002.

A summary of the VMT and the Particulate Matter less than 10 microns (PM10) for Imperial County is shown on the following table.

PARTICULATE MATTER LESS THAN 10 MICRONS (PM10) - ANNUAL AVERAGE

	YR 2005	YR 2010	YR 2020	YR 2030
2004 RTP				
Road Dust	5.159	5.914	7.318	9.020
Motor Vehicle	0.415	0.420	0.480	0.590
Total Emission	5.574	6.334	7.798	9.610
BASELINE				
Road Dust	5.162	5.919	7.826	9.662
Motor Vehicle	0.415	0.420	0.480	0.590
Total Emission	5.577	6.339	8.306	10.252
Difference	- 0.003	- 0.005	- 0.508	- 0.642

Conformity finding requirement: the Plan scenario's emissions must less than the Baseline scenario's emissions.

Note: Year 2005 emissions are estimated by interpolation between year 2000 and year 2010.

SUMMARY OF EMISSION ANALYSIS (2004 RTP)

(Emissions in tons/day)

SOUTH COAST AIR BASIN (SCAB)

OZONE – SUMMER

ROG	YR 2005	YR 2008	YR 2010	YR 2020	YR 2030
2004 RTP	258.635	212.823	151.468	107.458	73.127
BUDGET	263.000	216.000	155.000	155.000	155.000
NOx	YR 2005	YR 2008	YR 2010	YR 2020	YR 2030
NOX	1 K 2003	1 K 2008	I K 2010	1 K 2020	1 K 2030

Conformity finding requirement: the ROG and NOx emissions must be equal or less than emission budgets.

NITROGEN DIOXIDE (NO2) - WINTER

NOx	YYR 2005_	YR 2010	YR 2020	YR 2030
2004 RTP	615.091	448.586	205.751	132.980
BUDGET	686.000	686.000	686.000	686.000

Conformity finding requirement: the NOx emissions must be equal or less than emission budgets

CARBON MONOXIDE (CO) – WINTER

CO	YR 2005	YR 2010	YR 2020	YR 2030
2004 RTP	2599.31	1810.68	861.87	529.81
BUDGET	3361.00	3361.00	3361.00	3361.00

Conformity finding requirement: the NOx emissions must be equal or less than emission budgets

PARTICULATE MATTER LESS THAN 10 MICRONS (PM10) - ANNUAL AVERAGE

ROG	YR 2006	YR 2010	YR 2020	YR 2030
2004 RTP	245.459	189.213	106.671	72.495
BUDGET	251.000	251.000	251.000	251.000
NOx	YR 2006	YR 2010	YR 2020	YR 2030
2004 RTP	535.067	417.805	192.882	125.738
BUDGET	549.000	549.000	549.000	549.000
PM10	YR 2006	YR 2010	YR 2020	YR 2030
2004 RTP	165.941	163.393	161.225	163.911
BUDGET	166.000	166.000	166.000	166.000

Conformity finding requirement: the ROG, NOx and PM10 emissions must be equal or less than emission budgets.

SOUTH CENTRAL COAST AIR BASIN (SCCAB) - VENTURA COUNTY

OZONE - SUMMER

ROG	YR 2005	YR 2010	YR 2020	YR 2030
2004 DTD	14.220	10.680	6.170	4.160
2004 RTP BUDGET	14.220 14.300	10.080 14.300	14.300	14.300
NOx	YR 2005	YR 2010	YR 2020	YR 2030
2004 RTP	21.300	15.150	6.830	4.350
BUDGET	21.400	21,400	21.400	21,400

Conformity finding requirement: the ROG and NOx emissions must be equal or less than emission budgets

SOUTHEAST DESERT MODIFIED AREA

(Antelope Valley, San Bernardino County in MDAB, and Coachella Valley in SSAB)

OZONE - SUMMER

ROG	YR 2005	YR 2007	YR 2010	YR 2020	YR 2030
2004 RTP	23.092	20.302	16.672	9.944	8.168
BUDGET	26.500	23.200	23.200	23.200	23.200
NOx	YR 2005	YR 2007	YR 2010	YR 2020	YR 2030
2004 RTP	64.518	59.363	50.985	24.193	17.479 63.200
BUDGET	68.300	63.200	63.200	63.200	

Conformity finding requirement: the ROG and NOx emissions must be equal or less than emission budgets

MOJAVE DESERT AIR BASIN (MDAB)

(San Bernardino County portion of MDAB excluding Searles Valley)

PARTICULATE MATTER LESS THAN 10 MICRONS (PM10) - ANNUAL AVERAGE

PM10	YR 2005	YR 2010	YR 2020	YR 2030
	•			
2004 RTP	7.787	8.756	10.836	12.987
BASELINE	7.864	9.067	10.911	13.107

Conformity finding requirement: the Plan scenario's emission must less than the Baseline scenario's emission.

MOJAVE DESERT AIR BASIN (MDAB)- SEARLES VALLEY

There are no proposed projects or programs in the 2004 RTP for transportation improvements in the Searles Valley area. Therefore, there are no differences between emissions in the Plan and the Baseline scenarios. The population changes are very insignificant during the 2004 RTP time-frame (between 2000 and 2030). The vehicle miles traveled (VMT) in this area is composed of the local traffics and the through traffics (Route 178, connecting Kern County through San Bernardino County to Inyo County). There is a very small increase in traffics, due to through traffics, about 1.45% per decade. Also, the future emissions are not less than the year 1990 emissions.

SALTON SEA AIR BASIN (SSAB) - COACHELLA VALLEY

PARTICULATE MATTER LESS THAN 10 MICRONS (PM10) - ANNUAL AVERAGE

PM10	YR 2006	YR 2010	YR 2020	YR 2030
2004 RTP	9.175	9.469	10.056	10.677
BUDGET	10.900	10.900	10.900	10.900

Conformity finding requirement: the PM10 emissions must be equal or less than emission budgets

SALTON SEA AIR BASIN (SSAB) – IMPERIAL COUNTY

OZONE – SUMMER

ROG	YR 2005	YR 2010	YR 2020	YR 2030
2004 RTP	8.845	7.220	5.610	5.690
BASELINE	8.850	7.230	5.630	5.720
NOx	YR 2005	YR 2010	YR 2020	YR 2030
2004 RTP	12.720	11.790	8.880	7.790
BASELINE	12.725	11.800	8.881	7.810

Conformity finding requirement: the Plan scenario's emissions must less than the Baseline scenario's emissions.

PARTICULATE MATTER LESS THAN 10 MICRONS (PM10) - ANNUAL AVERAGE

PM10	YR 2005	YR 2010	YR 2020	YR 2030
2004 RTP	5.574	6.334	7.798	9.610
BASELINE	5.577	6.339	8.306	10.252

Conformity finding requirement: the Plan scenario's emissions must less than the Baseline scenario's emissions.

III. TIMELY IMPLEMENTATION OF TCMS

INTRODUCTION

This document itemizes the findings of the reporting of timely implementation of Transportation Control Measure (TCM) projects specified in the fiscally constrained portion (the first two years, i.e., FY 2002/03-2003/04) of the 2002 Regional Transportation Improvement Program (RTIP). The findings are required only for the applicable TCM projects contained in the approved State Implementation Plans (SIPs), for the relevant air basins.

There are four air basins in the Southern California Association of Governments' (SCAG) region:

South Coast Air Basin (SCAB)

Mojave Desert Air Basin (MDAB)

Salton Sea Air Basin (SSAB)

Ventura County portion of the South Central Coast Air Basin (SCCAB)

These air basins are administered by five air districts:

South Coast Air Quality Management District (SCAQMD)

Antelope Valley Air Quality Management District (AVAQMD)¹

Mojave Desert Air Quality Management District (MDAQMD)

Imperial County Air Pollution Control District (ICAPCD)

Ventura County Air Pollution Control District (VCAPCD)

For details on the federal designation of non-attainment areas, and their associated pollutants, see Section II (Conformity Requirements and Findings) of this volume of the Technical Appendix.

The criteria and procedures utilized for the determination of TCM projects, and the requirements for reporting on the timely implementation of such projects, as cited in the Environmental Protection Agency's (EPA) Transportation Conformity Rule, are explained further in the following sections.

EPA's TRANSPORTATION CONFORMITY RULE REQUIREMENTS

The criteria for identifying TCM projects and the requirements for timely implementation of these projects are defined in the EPA's Transportation Conformity Rule, 40 CFR Parts 51 and 93 (August 15, 1997):

¹ On January 1, 2002, California state law created the Antelope Valley Air Quality Management District (AVAQMD) as the successor agency to the Antelope Valley Air Pollution Control District (AVAPCD).

Definition of TCMs (40CFR93.101)

Transportation control measure (TCM) is any measure that is specifically identified and committed to in the applicable implementation plan that is either one of the types listed in section 108 of the CAA, or any other measure for the purpose of reducing emissions or concentrations of air pollutants from transportation sources by reducing vehicle use or changing traffic flow or congestion conditions. Notwithstanding the first sentence of this definition, vehicle technology-based, fuel-based, and maintenance-based measures which control the emissions from vehicles under fixed traffic conditions are not TCMs for the purposes of this subpart.

Section 108(f)(1)(A) of the Federal Clean Air Act Amendments² lists the following sixteen measures as illustrative of TCMs. However, this list should not be considered exhaustive.

- i. Programs for improved use of public transit;
- ii. Restriction of certain roads or lanes to, or construction of such roads or lanes for use by, passenger buses or high occupancy vehicles;
- iii. Employer-based transportation management plans, including incentives;
- iv. Trip-reduction ordinances;
- v. Traffic flow improvement programs that achieve emission reductions;
- vi. Fringe and transportation corridor parking facilities, serving multiple occupancy vehicle programs or transit service;
- vii. Programs to limit or restrict vehicle use in downtown areas or other areas of emission concentration, particularly during periods of peak use;
- viii. Programs for the provision of all forms of high-occupancy, shared-ride services, such as the pooled use of vans;
- ix. Programs to limit portions of road surfaces or certain sections of the metropolitan area to the use of non-motorized vehicles or pedestrian use, both as to time and place;
- x. Programs for secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of bicyclists, in both public and private areas;
- xi. Programs to control extended idling of vehicles;

² As per CAA §108(f)(1)(A); 42 U.S.C. §7408(f)(1). See: http://www.epa.gov/oar/caa/contents.html

- xii. Programs to reduce motor vehicle emissions, consistent with Title II of the Clean Air Act, which are caused by extreme cold start conditions;
- xiii. Employer-sponsored programs to permit flexible work schedules;
- xiv. Programs and ordinances to facilitate non-automobile travel, provision and utilization of mass transit, and to generally reduce the need for single-occupant vehicle travel, as part of transportation planning and development efforts of a locality, including programs and ordinances applicable to new shopping centers, special events, and other centers of vehicle activity;
- xv. Programs for new construction and major reconstruction of paths, tracks or areas solely for the use by pedestrian or other non-motorized means of transportation, when economically feasible and in the public interest; and
- xvi. Programs to encourage the voluntary removal from use and the marketplace of pre-1980 model year light duty vehicles and pre-1980 model light duty trucks.

In addition to the sorts of measures listed above, other measures may be considered as TCM projects if they reduce emissions or concentrations of air pollutants from transportation sources by modifying vehicle use, changing traffic flow, or mitigating traffic congestion conditions. TCM projects may be voluntary programs, incentive-based programs, regulatory programs, as well as market- or pricing-based programs. However, all TCM categories must be listed in the applicable (EPA-approved) SIP to be considered TCMs

It should be noted, however, that measures and projects which use technology to reduce emissions—such as innovations in fuel formulation technologies, or the promotion of zero-emission vehicles, or of alternative fueled engines—can not be considered TCM projects. Roadway capacity enhancement projects are also not usually considered to be TCMs, because research has shown that at least some of the congestion relief effects of adding additional lanes are quickly lost to latent demand, as users who were deferring or not taking trips on account of existing congestion, now do choose to use the expanded roadway, thus increasing demand.

It is SCAG's additional responsibility to ensure that TCM strategies are funded in a manner consistent with the AQMP/SIP's implementation schedule. Metropolitan Planning Organizations (MPOs) such as SCAG are required to demonstrate that the air pollution implications of planned transportation projects have been fully considered and taken into account, and that, in the event planned transportation projects

The transportation conformity process is designed to ensure timely implementation of TCM strategies, thus reinforcing the link between AQMP/SIPs and the transportation planning process. If the implementation of a TCM strategy is delayed, or if a TCM strategy is only partially implemented, areas are required to make up the shortfall by either substituting a new TCM strategy or by enhancing other control measures through the substitution process described in this Appendix.

Criteria and procedures for the Timely Implementation of TCMs (40CFR93.113)

- (b) For transportation plans, [the Timely Implementation] criterion is satisfied if the following two conditions are met:
 - (1) The transportation plan, in describing the envisioned future transportation system, provides for the timely completion or implementation of all TCMs in the applicable implementation plan which are eligible for funding under title 23 U.S.C. or the Federal Transit Laws, consistent with schedules included in the applicable implementation plan.
 - (2) Nothing in the transportation plan interferes with the implementation of any TCM in the applicable implementation plan.

APPLICABLE SIPS IN THE SCAG REGION

In the SCAG region, two SIPs developed for the SCAB and the VC/SCCAB contain TCM strategies and are subject to EPA's Transportation Conformity Rule analyses. The other SIPs do not contain any TCM strategies. The two SIPs with TCM strategies are:

2003 Ozone SIP (SCAB)

The 2003 Ozone AQMP/SIP for the SCAB is currently pending EPA's approval. On August 1, 2003, the SCAQMD's Board approved the 2003 Ozone AQMP/SIP to replace the 1997 Ozone AQMP/SIP (as amended in 1999) and its TCM1 categories. On October 23, 2003, ARB approved the 2003 Ozone SIP. Upon EPA's approval, the TCM project categories stipulated in the 2003 AQMP/SIP will become applicable TCMs.

The TCM categories in the 2003 Ozone AQMP/SIP are consistent with the applicable TCM categories listed in the 1997 Ozone SIP (as amended in 1999).

Since reporting on the 2001 RTP and the 2002 Regional Transportation Improvement Program (RTIP), there has been one TCM replacement that is described below:

TCM Substitution in the SCAB, Subsequent to the 2002 RTIP

On June 3, 2003, the voters in the City of Irvine (Orange County) voted to stop extension of the Centerline project, a light rail transit, in their city. The result was to shorten the 18-mile Centerline project from the Santa Ana Transportation Center to the Irvine Transit Center to an 8-mile project (Santa Ana Transportation Center to the John Wayne Airport Station)

The Centerline project is located in the South Coast Air Basin (SCAB). It is considered a TCM project under the Transit System category listed in the Ozone Air Quality

Management Plan (Appendix IV-C) of the 1997 Ozone SIPs as well as the 2003 Ozone SIP.

In compliance with the federal regulations, SCAG and OCTA have replaced this TCM project with the three new transit projects (TCMs). The new TCM projects will be in place by 2010 (on the same schedule as the original Project). The original Centerline Project will be replaced by the following projects:

• Light Rail

The Centerline Project, a 8-mile light rail transit project from Santa Ana Station to John Wayne Airport Station - along the same corridor as the original Project.

• Intercounty Rail Services

The new rail services along the current Metrolink corridor (a 28-mile rail service between Laguna Niguel and Fullerton) - including the Santa Ana and Irvine stations. See the attached map for more information.

The new Intercounty train service will connect the Santa Ana Station with the Irvine station. The new train service will operate on a 30-minute headway between 5:00 a.m. and midnight. Service would begin by 2010, when Centerline service was proposed to start.

Bus Services

The new bus services will replace the corridor previously assumed to be served by the Centerline project, between John Wayne Airport and the Irvine Transportation Center. This service would be introduced in conjunction with the Intercounty Rail Services (as stated above). It is assumed that the proposed service would operate on weekdays from 5:00 a.m. to 12:00 a.m., from 7:00 a.m. to 12:00 a.m. on Saturdays, and from 7:00 a.m. to 10:00 p.m. on Sundays. The new bus services would serve three train stations (John Wayne Airport Train Station, Irvine Train Station, and Tustin Train Station)

2003 Ozone SIP (VC/SCCAB)

The Ventura County Air Pollution Control District (VCAPCD is in the process of revising the ozone AQMP/SIP to incorporate new motor vehicle emission budgets based on the latest motor vehicle emissions model, EMFAC2002. The 2003 AQMP/SIP revision makes no changes to previously approved transportation control measures (TCMs) contained in the 1994 SIP (as amended in 1995) and continues to expeditiously implement these TCMs through the CMAQ, the STP and other federal transportation and transit programs.

TIMELY IMPLEMENTATION OF TCM PROJECTS IN THE SCAB

This report on the timely implementation of TCMs for the 2004 RTP is consistent with the two latest operating documents, the 2002 RTIP and the 2001 Regional Transportation Plan (RTP)³, including all approved Amendments to the 2002 RTIP.

Finding

SCAG has determined that the 2004 RTP provides for the timely implementation of TCMs in the applicable SIP for the SCAB. All of the TCM category projects in the 2004 RTP are given funding priority and are on schedule.

Methodology

The EPA Transportation Conformity Rule states that "timely implementation" is to be measured against the TCM projects in the "applicable" SIP. SCAG evaluates the TCM category projects to determine the anticipated level and current status of implementation.

This measure does not include transportation projects and programs that are exclusively implemented by local funds. The enforceable commitment for TCM measures is to report on the funding and implementation of the first two years of the six-year RTIP. In each RTIP, TCM category projects "roll forward" and the enforceable commitment is automatically revised to encompass the first two-year schedule of TCM-01 category projects. The implementation status of each TCM project continues to be reported on in subsequent RTIPs, until the TCM project is reported as having been completed.

Actions that Demonstrate Timely Implementation

The implementation of TCM projects is achieved through the concerted efforts of regional, federal, state, and local agencies. The timely implementation of TCM projects for the 2004 RTP is consistent with the 2002 RTP and the 2001 RTP, which are based on the 1997 Ozone AQMP, as amended in 1999. The following types of actions contribute to demonstrating timely implementation of TCM projects:

The TEA-21 programs provide federal funds for eligible TCM projects under EPA requirements.

TCMs are eligible expenditures under funds provided for the National Highway System (NHS), the Congestion Mitigation and Air Quality Program (CMAQ), and the Surface Transportation Program (STP). TCMs listed in the Section 108(f)(1)(A) [other than clauses xii and xvi] of the Federal Clean Air Act (CAA) are specifically listed as eligible uses for federal funding (see Table 1 above).

³ The 2001 RTP was approved for all areas on June 8, 2001. The 2002 RTIP was approved by the Federal agencies on October 4, 2002.

Under CMAQ, funds are targeted for TCMs and may not be used for projects that do not contribute to the attainment of National Ambient Air Quality Standards (NAAQS). CMAQ funds may not be provided for a project resulting in the construction of new capacity available to single occupant vehicles, unless the project consists of a high occupancy vehicle (HOV) facility available to single occupant vehicles only during nonpeak travel times.

All TCM projects listed in the 2004 RTP are given financial priority. The 2004 RTP reports on the timely implementation of the TCM projects listed in the Fiscal Years 2002/03 and FY 2003/04 (and any ongoing projects from previous years) in the current operating 2002 RTIP.

TCM Project Categories

As outlined in Table 3, the TCM project categories specified in the 2003 AQMP/SIP, as well as the 1997/1999 Ozone AQMP/SIP, include the following three main categories of transportation improvement projects and programs.

High Occupancy Vehicle (HOV)⁴ Measures,

Transit and Systems Management Measures, and

Information-based Transportation Strategies.

A description of these categories is detailed below. It should be noted that the TCM projects in Appendix IV-C, *Regional Transportation Strategy and Control Measures*, of the 1997 Ozone SIP (as amended in 1999), are consistent with those in the 2003 AQMP/SIP, and are updated by the list provided in the Timely Implementation Report section of this document. The categories and descriptions below are provided for informational purposes only.

HOV Measures

The purpose of high occupancy vehicle (HOV) lanes is to relieve congestion by maximizing the person-carrying capacity of the roadway. This is done by reducing the number of vehicles needed to transport the total number of commuters to and from their place of work. One key strategy to incentivize the desired shift from single occupancy vehicle ridership to HOV ridership, is to provide one or more lanes dedicated solely to the use of such HOVs. Then, as congestion increases on the conventional, mixed-flow lanes, the relatively uncongested HOV lane appears increasingly attractive to single occupancy vehicle riders, who might then consider car pooling as a more desirable alternative to driving alone. This TCM explicitly replaces the HOV Implementation Guidelines in 40 CFR 52.263.

The following strategies are some typical improvements that have the potential to enhance the effectiveness of HOV lanes:

⁴ The HOV designation applies to: passenger cars with two or more passengers, van-pools, shuttles, and buses.

Provide Park-and-Ride types of facilities at strategic locations to support potential car pooling for parts of the commute trip;

Enhance inter-modal connectivity between transit services and HOV corridors;

Change the occupancy requirements or hours of operation for use of specific HOV lane segments; and

Explore the potential of congestion pricing—in which single occupancy vehicles are allowed to use certain HOV lane segments upon payment of a fee—to redistribute the volumes of traffic away from rush hour peaks.

Transit and Systems Management Measures

The set of interventions and strategies considered under Transit and Systems Management all involve a net increase in the construction and provision of physical facilities and hard infrastructure for modes of transportation other than single-occupancy vehicles. These strategies are intended to reduce congestion and air pollutant emissions. The following are some examples of such strategies:

Transit (Bus, Rail, Shuttle and Van-pool): Public transit, such as bus, rail and shuttles, is an alternative to the conventional and more prevalent single occupancy automobile that can reduce emissions by increasing the average vehicle ridership (AVR). Improvements to the system to increase transit ridership and decrease the reliance on single occupancy vehicles can be accomplished by carefully monitoring the transit routes and making changes where needed. Changes may include adding routes, providing better passenger information systems, increasing marketing efforts, and integrating transit modes for improved convenience.

Vanpools are another commute strategy to decrease the use of single occupant vehicles. They usually operate within an organized route and schedule, and consist of seven to fifteen people sharing a van from fixed and designated origin and destination points, usually operating at limited scheduled times. The provision of seed money for the formation of location-specific Transportation Management Associations (TMAs) can benefit the transportation system as well. Such interventions allow for the creation of highly localized innovations, such as the organization of a shuttle service for shoppers at large grocery stores, or designated shuttle services to better connect downtown areas or special event centers to remote parking facilities.

Intermodal Transfer Facilities (Rail Stations, Park & Ride Lots, Bus Stations): Park-and-ride facilities provide a safe and convenient location for commuters to switch from single occupant vehicles to high occupancy modes such as bus, rail, carpools and vanpools. Intermodal facilities allow commuters to transfer conveniently from one mode of transit to another—such as, subway-to-busway stations, or busway-to-vanpool connections.

Non-motorized Transportation Mode Facilities (Bicycle and Pedestrian): Bicycle and pedestrian facilities encourage bicycle and pedestrian travel by increasing sidewalks, paths, and crosswalks. Other measures may include enhanced protection from fast

vehicular traffic, pedestrian-activated traffic signals and the shading of walkways and bus stops.⁵

Information-based Transportation Strategies

These strategies include programs that promote and popularize multi-modal commute strategies to maximize alternatives to single-occupancy vehicle commute trips, by marketing and promoting the use of HOV lanes or rail lines to the general public; educating the public regarding cost, locations, accessibility and services available at Park and Ride lots; promoting and marketing vanpool formation and incentive programs; promoting ride-matching services through the Internet and other means of making alternative travel option information more accessible to the general public. Some examples of projects under this category are Urban Freeway System Management, Smart Corridors System Management, and Congestion Management Plan-based demand management strategies.

TCM Project Categories

[Based on the 2002 Regional Transportation Improvement Program (RTIP)]

Project Description

A. High Occupancy Vehicle Measures

HOV projects, and their pricing alternatives

- New HOV Lanes Extensions and Additions to Existing Facilities
- New HOV Lanes With New Facility Projects
- New HOV Lanes -- With Facility Improvement Projects
- HOV Bypasses, Connectors, and New Interchanges with Ramp Meters
- High Occupancy Toll (HOT) Lanes and Pricing Alternatives

B. Transit and System Management Measures

Bus, rail and shuttle transit expansion and improvements; park and ride lots and inter-modal transfer facilities; bicycle and pedestrian facilities; railroad consolidation programs such as the Alameda Corridor, grade separation projects, channelization, over-passes, underpasses; traffic signalization; intersection improvements

Transit

■ Rail Track – New Lines

⁵ It should be noted, however, that increases in bicycle and pedestrian traffic may not, in themselves, result in some corresponding reduction in motorized work trips, but might simply reflect increases in recreational or health-oriented usage of the system, induced by the provision of the facilities in the first place. Although there are real societal benefits to increases in bicycling and walking, the environmental and air quality benefits may be more tenuous.

Project Description

- Rail Track Capacity Expansion of Existing Lines
- New Rolling Stock Acquisition -- Rail Cars and/or Locomotives
- Express Busways Bus Rapid Transit and Dedicated Bus Lanes
- Buses Fleet Expansion
- Shuttles and Paratransit Vehicles Fleet Expansion

Intermodal Transfer Facilities

- Rail Stations New
- Rail Stations Expansion
- Park & Ride Lots New
- Park & Ride Lots Expansion
- Bus Stations & Transfer Facilities New
- Bus Stations & Transfer Facilities Expansion

Non-motorized Transportation Mode Facilities

- Bicycle & Pedestrian Facilities New
- Bicycle & Pedestrian Facilities Expansion
- Bicycle Facilities New
- Bicycle Facilities Expansion
- Pedestrian Facilities New
- Pedestrian Facilities Expansion

C. Information-based Transportation Strategies

Programs that promote and popularize multi-modal commute strategies to maximize alternatives to single-occupancy vehicle commute trips; marketing and promoting the use of HOV lanes or rail lines to the general public; educating the public regarding cost, locations, accessibility and services available at Park and Ride lots; promoting and marketing vanpool formation and incentive programs; promoting ride-matching services through the Internet and other means of making alternative travel option information more accessible to the general public; Urban Freeway System Management improvements; Smart Corridors System Management programs; Congestion Management Plan-based demand management strategies; county-/corridor-wide vanpool programs; seed money for transportation management associations (TMAs); and TDM demonstration programs/projects eligible for programming in the RTIP.

- Marketing for Rideshare Services and Transit/TDM/Intermodal Services
- Intelligent Transportation Systems/Control System Computerization
- Telecommuting Programs/Satellite Work Centers
- Real-time Rail, Transit, or Freeway Information Systems (changeable message signs)

See the end of this section for the formal TCM Project Listing, organized by county.

TIMELY IMPLEMENTATION OF TCM PROJECTS IN THE VENTURA COUNTY PORTION OF THE SCCAB

Ventura County is in the process of revising the ozone AQMP/SIP to incorporate new motor vehicle emission budgets based on the latest motor vehicle emissions model, EMFAC2002. The 2004 AQMP/SIP revision makes no changes to previously approved TCM projects contained in the 1994 SIP (as amended in 1995) and continues to expeditiously implement these TCM projects through the CMAQ, the STP and other federal transportation and transit programs.

Finding

SCAG has determined that the 2004 RTP provides for the timely implementation of TCM projects in the applicable ozone SIP developed for the Ventura County portion of the SCCAB.

The Ventura County SIP does not claim emission reduction credits from these TCM projects. They have been included primarily to assist transportation and air quality agencies identify projects that have the potential of reducing vehicle emissions, vehicle trips and vehicle miles traveled. These TCM projects are further described below.

TCM Project Categories

The applicable TCM projects in Ventura County include the following strategies:

TCM A - Ridesharing

These strategies are directed at encouraging commuters to use alternatives to driving alone and encouraging employers to provide in-house programs that will promote the use of carpools, vanpools, buspools, modified work schedules and park-and-ride lots. These strategies are important in reducing congestion on major arterials and state highways, especially during peak-hour commute periods.

A.1. Carpooling, Vanpooling, Buspooling

This strategy is intended to match alternative commute modes like carpooling, vanpooling and buspooling with commuter needs. Ridematching, transit and other organizations promote the use of these alternative commute modes. They also provide assistance to employers who would like to develop their own in-house commuter programs. The goal of this strategy is to educate employers and the public of existing ridesharing alternatives to driving alone.

A.2. Modified Work Schedules

Modified work schedules are variations in schedules outside the normal 8 a.m. to 4 p.m., five days a week, work shift. The three most popular programs include: staggered work schedules, compressed workweeks and flexible work hours. Staggered work schedules refer to programs where the employer staggers the arrival and departure time of employees. Compressed workweeks are programs where employees can complete the required number of weekly hours in fewer days. Flexible work hours allow employees to

select their arrival and departure times. The goal of this strategy is to reduce congestion during peak hour commute periods, provide flexibility for ridesharing arrangements and reduce emissions by allowing a non-commute day through a compressed work week schedule.

A.3. Park-And-Ride Lots

Park-and-ride lots are dedicated or mixed-use parking lots that can be used by carpoolers, vanpoolers and transit riders. The main purpose of this measure is to provide parking lots of varying size in a centralized location to encourage ridesharing. A good location may also be suitable for providing transit service and allow for bicycle and pedestrian use. Important factors for the success of park-and-ride lots are the travel time savings and congestion avoidance that can be achieved.

TCM B - Non-Motorized Strategies

These strategies are intended to provide alternatives to using the automobile in order to eliminate vehicle cold starts and operating emissions. These measures include telecommunications, bicycling and pedestrian facilities. Telecommunications is the ability to work at home or at a nearby satellite office, eliminating the need to commute to the worksite. Bicycling and pedestrian facilities, such as wider sidewalks and bicycle paths, encourage the use of non-motorized travel.

B.1. Telecommunications

Telecommunications are comprised of three major categories: telecommuting, teleconferencing and tele-education. Telecommuting can be achieved through working at home or at a remote office closer to home, communicating with the worksite as needed primarily by telephone. Teleconferencing consists of strategies to communicate and transmit data through audio, video or computer equipment. Teleconferencing also allows communication to occur between one or more users, simultaneously. Tele-education is the ability to provide educational instruction through a live broadcast from a remote college or school campus. All three eliminate the need to commute by automobile.

B.2. Bicycle and Pedestrian Facilities

Bicycling and walking are alternatives to commuting in a single occupant vehicle. The key to attracting commuters to these two alternatives is to create secure, attractive and convenient facilities. These measures consist of facilities (sidewalks, paths, crosswalks, etc.) and amenities (benches, landscaping, bicycle racks, etc.). These programs must also provide a safe and convenient link between residential, transit, commercial, public and recreational areas.

TCM C - Traffic Flow Improvement Strategy

Traffic flow improvements are actions that can be implemented to improve traffic and enhance the efficiency of a roadway system. These programs may consist of several

interrelated traffic flow enhancement strategies that can lead to substantial reductions in travel time and delay. In many cases, alleviating traffic congestion can result in improved air quality. Traffic flow improvement strategies include signal system synchronization, intersection design improvements and the implementation of deficiency plans at congested intersections under the Congestion Management Program (CMP).

TCM D - Land Use Strategy

This strategy includes the implementation of development design programs identified in the Ventura County CMP such as: 1) preferential carpool and vanpool parking standards, 2) bicycle rack/locker standards, 3) transit stop standards, 4) transportation information centers 5) pedestrian/bicycle access, 6) coordination with transit operators, and 7) mixed use development. The CMP's land use impact program is designed to establish a process to evaluate the impacts of proposed local land use decisions on the transportation system.

TCM E - Transit Strategies

Transit is one of the best methods for reducing vehicle miles traveled (VMT). Most, but not all, transit services are provided by the public sector. Most cities work closely with local transit providers (South Coast Area Transit, Thousand Oaks Transit, Camarillo Area Transit, Simi Valley Transit and the County of Ventura) to improve transit service for their area through the unmet transit needs process and federal Transportation Efficiency Act (i.e., ISTEA, TEA21). Transit measures within Ventura County include public transit programs, transit/land use planning and passenger rail.

E.1. Public Transit Programs

This strategy refers to the provision of transit services to the general public in Ventura County. Transit plans are the principal mechanisms in the design of public transit programs. Short-range transit plans involve planning for a five year period and focusing primarily on the following areas: service expansion (route expansions and extensions), operational changes and fare policies. Long-range transit plans have considerable lead time and involve the planning, engineering and high capital costs necessary to implement the public transit program.

E.2. Transit/Land Use Planning

This measure involves the coordination of transit services with land use planning. Since city and county governments are responsible for land use planning, transit districts are not automatically involved in the planning process. Incorporating transit concerns into the land use planning process can produce benefits to transit operators such as stability of operation and better service coverage.

E.3. Passenger Rail

This measure calls for continued Metrolink commuter rail service between Ventura County and the Los Angeles Basin and extending service trips and stops in Ventura County. Metrolink has operated rail service from Ventura County to the Los Angeles basin since 1992.

Analysis

The development of the CMAQ, STP, and Transportation Enhancement Activities (TEA) programs for Ventura County was the result of a countywide priority-setting process. The Ventura County Transportation Commission (VCTC) Board adopted the following program priorities for CMAQ funding, based on the 1994/1995 Ozone SIP:

- Clean Fuel Bus Fleets & Support Facilities
- Improved Public Transit
- Bicycle & Pedestrian Facilities
- Traffic Flow Improvements

VCTC also included in its screening criteria for CMAQ funds a requirement that the project/program be an adopted TCM. The most recent STP and CMAQ projects were adopted by VCTC in April 2000.

The California Transportation Commission (CTC) voted in1998 to allocate 75% of California's TEA funds to counties by formula to be programmed based on local priorities. Accordingly, VCTC has programmed TEA funds under a regional prioritization process performed simultaneously with the STP and CMAQ processes.

Under State law, VCTC is responsible for prioritizing Ventura County's share of the 75% Regional Improvement Program (RIP) in the STIP. VCTC programs these projects based on a priority list established through the RTP and the Congestion Management Program, in consultation with the California Department of Transportation (Caltrans), SCAG, and the county's local jurisdictions.

The following is a brief discussion of the types of projects and programs funded within the TCM categories for the Ventura County portion of the SCCAB. See the end of this section for the TCM project listing, organized by county.

Clean Fuel Bus Fleets and Support Facilities

The highest priority for CMAQ funds in Ventura County was for capital projects to increase the use of clean fuels for transit.

The 1991 AQMP, which was developed to respond to the California Clean Air Act requirements, included Clean Fuels (TCM F) as a TCM (i.e., methanol, compressed natural gas [CNG],

liquefied petroleum gas [LPG], and electricity). The 1994 AQMP and subsequent AQMPs no longer include clean fuels as a TCM. However, the clean fuel projects listed under this category also support the Transit Strategy (TCM E).

Improved Public Transit

The second priority for CMAQ funds has continued to be improvements to public transit. Transit improvements support the Transit Strategy (TCM E).

Bicycle and Pedestrian Facilities

The third priority for CMAQ funds is Bicycle and Pedestrian projects.

Traffic Flow Improvements and Other Projects

The fourth priority for CMAQ funding continues to be traffic flow improvements supporting the Traffic Flow Improvement Strategy (TCM C).

IMPLEMENTATION STATUS OF TCM PROJECTS IN THE SCAG REGION

Methodology

For the reporting of the timely implementation of TCM projects specified in the 2004 RTP, the projects in Fiscal Years 2002/03 and 2003/04 (and any ongoing projects from previous years) of the current approved 2002 RTIP were used. The RTIP listing contains field codes that classify certain projects as TCMs. Based on these codes, all projects qualifying as a TCM were reviewed for implementation status.

Project implementation remains an enforceable commitment by project sponsor agencies. For delayed projects, there are explanations that do not jeopardize the finding of timely implementation. The following listing of TCM projects being reported on for timely implementation are organized by county.

TCM Project Status, By County

LOS ANGELES COUNTY - TCM Projects Identified In the First	'CM Project	s Identifi	ed in the First Two Years of the 2002 RTIP (02/03 – 03/04)	2/03 — 03/04)	-	
LEAD	PROJECT	AIR	RTE	DESCRIPTION PROG		START Project
AGENCY	Ω	BASIN		YE	YEAR -END	ID Status
AGOURA HILLS	LA990362	SCAB	0 CITYWIDE STREET AND BIKE PATH PROJ (T21-939)		02/03 02-03	33 Environmental Document/Pre-Design Phase (PAED)
ALAMEDA TRANSPORTATION CORRIDOR AGENCY	LA963731	SCAB	0 ALAMEDA CORRIDOR – NORTH END RAIL ROAD/ARTERIAL GRADE SEPS. & RELATED IMPROVEMENTS EIS/EIR COMPLETE; 8100+1394 P.E. 10517+305 R/W; 29483+5300 CONS.		02/03 96-04	34 Project ongoing
ALAMEDA TRANSPORTATION CORRIDOR AGENCY	LA963732	SCAB	0 ALAMEDA CORRIDOR – MID CORRIDOR SEGMENT 10 MI TRENCH >20 ARTERIAL GRADE SEPS, ENVIRONMENTAL CLEARANCE	1	02/03 98-03	33 Project nearing completion
ALAMEDA TRANSPORTATION CORRIDOR AGENCY	LA963733	SCAB	0 ALAMEDA CORRIDOR – SOUTH END 7 RAILROAD / ARTERIAL GRADE SEPS. + RELATED IMPROVEMENTS ENV. CLEARANCE		02/03 00-02	02 Project ongoing
ANTELOPE VALLEY TRANSIT AUTHORITY	LA0B7008	VAR	0 3 EXPANSION 40 FT. LOW FLOOR CLEAN DIESEL BUSES; LOCAL FIRXED-ROUTE BUSES; TO RELIEVE PEAK PERIOD OVERCROWDING ON CORE ROUTES.	1	02/03 01-03	03 Project complete
ANTELOPE VALLEY TRANSIT AUTHORITY	LA960204	SCAB	0 TRANSIT FACI	TRANSIT FACILITY IMPROVEMENT 02	02/03 03-04	04 Bid/Advertise Phase
BALDWIN PARK	LA0B7012	SCAB	0 LOCAL NTD REPORTERS' BUS FLEET EXPANSION.19 BUSES FOR 5 CITIES.BALDWIN PARK, COMPTON, EL MONTE, MONTEREY PARK & WEST COVINA (CNG,DIESEL & PROPANE FUEL 30-35 FT. VEH).	İ	02/03 00-05	05 Bid/Advertise Phase
BELLFLOWER	LA996275	SCAB	0 WEST BRANCH GREENWAY MULTI-MODAL TRANS. CORRIDOR DESIGN AND CONSTRUCT 2.5 MILE CLASS I BIKE PATH ALONG MTA-OWNED SANTA ANA BRANCH ROW INCL. PEDESTRIAN ANA BRANCH ROW INCL. PEDESTRIAN AND LANDSCAPING	1	02/03 01-03	03 Environmental Document/Pre-Design Phase (PAED)
CALABASAS	LA974100	SCAB	0 U.S. 101 INTERJURISDICTIONAL BIKELANE GAP CLOSURE CONSTRUCTION 4.5 MILES OF BIKEWAY IMPROVEMENTS TO CLOSE SEVERAL GAPS WITHIN A 12 MILE CORRIDOR(TEA21-#69)		02/03 00-03	03 Project nearing completion
CALTRANS	LA000357	SCAB	5 FROM ROUTE 170 TO ROUTE 118 HOV LANES (10 TO 12 LANES) (CFP 345) (2001 CFP 8339)	- 1	02/03 00-	00-10 Design Phase (PS&E)
CALTRANS	LA000358	SCAB	5 FROM ROUTE 134 TO ROUTE 170 HOV LANES (8 TO 10 LANES) (CFP 346)(2001 CFP 8355)	1	02/03 02-10	10 Design Phase (PS&E)
CALTRANS	LA000359	SCAB	10 IN EL MONTE AND BALDWIN PARK FROM BALDWIN AVE TO ROUTE 605 HOV LANES (8+0 TO 8+2) AND TOS PROJECTS.	1	02/03 02- 03/04	02-05 Construction Phase

LOS ANGELES COUNTY - TCM Projects Identified In the First	TCM Project	s Identifi	ed In the First Two Years of the 2002 RTIP (02/03 – 03/04)			
LEAD	PROJECT	AIR	RTE DESCRIPTION	PROG	START Project	ect
AGENCY	Ω.	BASIN	and the second s	YEAR	-END Status	Sn
CALTRANS	LA000543	SCAB	10 IN POMONA AND CLAREMONT FROM ROUTE 57 TO SAN BERNARDINO COUNTY LINE HOV LANE IN EACH DIRECTION (C- 1: 77719; CFP 350; PPNO 00362) ALSO SOUNDWALL AND REHAB	02/03	00-07 Con	Construction Phase
CALTRANS	LA01342	SCAB	10 RT 10 FROM RT 605 TO PUENTE AVE HOV LANES(8+0 TO 8+2)	02/03	02-10 Desi	Design Phase (PS&E)
CALTRANS	LA01344	SCAB	5 RT 5 FROM RT 118 TO RT 14 FROM 10 TO 12 LANES HOV LANES	02/03	00-06 Desi (PS	Design Phase and Right of Way Acquisition (PS&E/RW)
CALTRANS	LA01348	SCAB	14 RT 14 FROM ESCONDIDO CYN RD. TO PEARBLOSSOM HWY HOV LANES (4 TO 6 LANES) ONE LANE IN EACH DIRECTION. (EA-177101)	02/03	02-06 Con	Construction Phase
CALTRANS	. LA0B7215	SCAB	5 RTE 5 CORRIDOR WIDENING & RECONSTRUCT IC SEGMENT A - OCL TO RTE 710 WIDEN FROM 6 TO 10 LNS (1 HOV & ONE MF IN EA. DIR). VALLEY VIEW & CARMENITA IC; MODIFY FWY TO FWY IC @ RTE 605	02/03	01-04 Ongoing	oing
CALTRANS	LA0B951	SCAB	71 ROUTE 10 TO ROUTE 60 EXPRESSWAY TO FREEWAY CONVERSION ADD 1 HOV LANE AND 1 MIXED FLOW LANE. (2001 CFP 8349, TCRP #50)	02/03	01-09 Con	Construction Phase
CALTRANS	LA0C8344	SCAB	405 EXTENSION OF N/B I-405 HOV LANE-TO EXTEND THE HOV LANE ON N/B I-405 FROM SOUTH OF VENTURA BL TO SO. BURBANK BLVD WHERE IT WILL JOIN THE EXISTING HOV LANE. (EA199520)	02/03	02-06 Desi	Design Phase (PS&E)
CALTRANS	; LA0D73	SCAB	LA MIRADA, NORWALK & SANTA FE SPRS: ORANGE CO LINE TO i-605 JCT: WIDEN FOR HOV & MIXED FLOW LNS, RECONSTR VALLEY VIEW & CARMENITA RD I/C MODEL #1404	02/03	02-07 Project ongoing	ect ongoing
CALTRANS	LA195900	SCAB	405 RTE. 405 - WATERFORD AVE. TO RTE 10 - AUX LANE: LOS ANGELES - WATERFORD AV. TO RTE 10 - CONSTRUCT S/B AUX LANE & S/B HOV LANE (2001 CFP 8354)	3 02/03 (03/04)	02-07 Des	Design Phase (PS&E)
CALTRANS	LA962201	SCAB	14 NEAR SANTA CLARITA, FROM RT 5 TO 126/S.F. RD HOV PROJECT (EA# 119843)	02/03	02-05 Proj	Project complete
CALTRANS	LA962214	SCAB	1 PACIFIC COAST HIGHWAY TRAFFIC MANAGEMENT SYSTEM FROM MCCLURE TUNNEL TO TRANCAS CANYON RD TRAFFIC MAN. & BUS SPEED IMPROVEMNT(TEA21.#707)	02/03	95-03 Proj	Project ongoing
CALTRANS	LA963724	SCAB	30 IN LA VERNE AND CLAREMONT, FROM FOOTHILL BOULEVARD TO SAN BERNAR- DINO COUNTY LINE - CONSTRUCT 8-LANE FREEWAY INCLUDING 2-HOV LANES (12620, 12640, 12630, 12610)	02/03		Design Phase (PS&E)
CALTRANS	LA996134	SCAB	5 CONSTRUCT 2 ELEVATED LANES & HOV LNS ON RTE. 14 CONSTRUCT 2 ELEVATED LANES HOV CONNECTOR (ROW) ONLY (DIRECT CONNECTORS) (EA# 16800)(2001 CFP 8343)	- 02/03) 03/04)	02-09 Des	Design Phase (PS&E)

LEAD PROJECT AIR RTE DESCRIPTION PROG START Project AGENCY 1D BASIN VEAR - END STATUS VEAR -	LOS ANGELES COUNTY – TCM Projects Identified In the First	TCM Project	ts Identifi	ed In	the First Two Years of the 2002 KTIP (02/03 – 03/04)	
ID BASIN YEAR - END	LEAD			RTE	PROG START	ect
LA996137 SCAB 60 RTE. 60 HOV LNS, FROM RTE. 605 TO BREA CANYON RD HOV 02/03 02-07 LA996138 SCAB 5 RTE.5 HOV LNS, FROM RTO 10 LANES (677-1504) LA996138 SCAB 5 RTE.5 HOV LNS, FROM FLORENCE AVET 10 RTE.19 - ADD ONE 02/03 9-16 LA0682216 SCAB 0 IN VAN NUYS - MULTIMODAL TRANSPORTATION CENTER - 02/03 00-04 LA962216 SCAB 0 TOPANGA CANYON BLVD. BIKE LANE (96 CFP PROJ) CLASS II 02/03 96-04 REGISTRIPE TO ADD LANE - 7 MILES ALAMEDA ST AT LAUREL PARK ROAD - GRADE SEPARATION 1178A SCAB 405 NEAR HAWTHORNE AND CULVER CITY FROM ROUTE 90 TO 02/03 ROUTE 10 - HOV LANES (85 5-0 TO 5+1; MB 5-0 TO 5+1; MO) 12570 SCAB 60 RTE. 5708 HOV CONNECTOR ROAD (80TH HOV) ROUTE 90 - 6 LANE FREEWAY, ADD 2 HOV LANES AND SOUNDWALLS. LA0C8219 SCAB 0 RTE. 5708 HOV CONNECTOR ROAD (80TH DIRECTIONS) LA0C37 SCAB 0 CONSTRUCTION OF A TRANSIT CTR AT THE SOUTH BAY DAVILON SAME AND COLLECTOR ROAD (80TH DIRECTIONS) ROUTE 90 - 6 LEGTOR ROAD (80TH DAVE CARSON OF AND AND LANES SAME AHAG-477. LA0C37 SCAB 0 TELEGRAPH ROAD TRACK CAPACITY ENHANCEMENT 97-98 TC 02/03 91-05 ROOTE 927108 SCAB 0 TELEGRAPH ROAD TRACK CAPACITY ENHANCEMENT 97-98 TC 02/03 91-05 ROOTE 927108 SCAB 0 TELEGRAPH ROAD TRACK CAPACITY ENHANCEMENT 97-98 TC 02/03 91-05 ROOTE 927108 SCAB 0 TELEGRAPH ROAD TRACK CAPACITY ENHANCEMENT 97-98 TC 02/03 91-05 ROOTE 927108 SCAB 0 TELEGRAPH ROAD TRACK CAPACITY ENHANCEMENT 97-98 TC 02/03 91-05 ROOTE 927108 SCAB 0 COMPONE TO 10 RETERNENT 10 REGISTER STATE TRACK SAND OCCONSTRUCTION OF PASSENGER SHIFTERS SIMPLY SAND OCCONSTRUCTION OF PASSENGER AT ATLANTIC BOLLE NATE SIMPLY PANIS OCCONSTRUCTION OF PASSENGER SIMPL PANIS SIMPL SAND SAND SA	AGENCY	Ω			-END	SI
LA0840138 SCAB S RTE.5 HOV LINS. FROM FLORENCE AVE TO RTE.19 ADD ONE 02043	CALTRANS		SCAB	60 F	02/03 02-07 03/04	gn Phase (PS&E)
LA08420 SCAB 0 IN VAN NUYS - MULTIMODAL TRANSPORTATION CENTER - 02/03 00-04	CALTRANS			5	02/03 03/04	ronmental Review Complete
LA962216 SCAB 0 TOPANGA CANYON BLVD. BIKE LANE (96 CFP PROJ) CLASS 0 2004 REGTRIPE TO ADD LANE - 7 MILES) R5046C SCAB 0 ALAMEDA CORRIDOR IN LOS ANGELES COUNTY TO PACIFIC 0 203 0 2 0 ALAMEDA CORRIDOR IN LOS ANGELES COUNTY TO PACIFIC 0 203 0 0 0 0 0 0 0 0 0	CALTRANS			0	02/03	ect ongoing
R5046C SCAB O ALAMEDA CORRIDOR IN LOS ANGELES COUNTY AT PACIFIC O2/03	CALTRANS			0	02/03 96-04	ect ongoing
1178A SCAB 405 IN LOS ANGELES AND CULVER CITY FROM ROUTE 90 TO 02/03 00-07 ROUTE 10 - HOV LANES (SB 5+0 TO 5+1; NB 5+0 TO 5+1 HOV) 98CTIP \$ FUND NB LN, ALSO PAYS FOR SB \$ DELETED FROM 98CTIP \$ FUND NB LN, ALSO PAYS FOR SB \$ DELETED FROM PAYS FOR SB \$ DELETED FROM PAYS FOR SB \$ DELETED SOUNDWALLS. 12570 SCAB 60 RTE. 57/60 HOV CONNECTOR INDUSTRY FROM OLD BREA 02/03 02-07 CANYON ROAD TO GRAND AVENUE - HOV DIRECT CONNECTORS AND COLLECTOR ROAD (BOTH DIRECTIONS) LA0C8219 SCAB 0 CONNECTORS AND COLLECTOR ROAD (BOTH DIRECTIONS) LA0C37 SCAB 0 CONSTRUCTION OF A TRANSIT CTR. 22/03 01-06 CONSTRUCTION OF PASSENGER SHELTERS AND INFORMATION KIOSKS LA563759 SCAB 0 TELEGRAPH ROAD TRACK CAPACITY ENHANCEMENT 97-98 TCI 02/03 97-02 AND TELEGRAPH ROAD INTERSECTION IMPROVEMENTS LAOB326 SCAB 0 ALAMEDA CORRIDOR IN COMMERCE AT ATLANTIC BOULEVARD 02/03 96-02 AND TELEGRAPH ROAD - INTERSECTION IMPROVEMENTS LAOB326 SCAB 0 COMPTON CREEK BIKEWAY EXTENSION - PHASE III DESIGN & 02/03 01-05 AND TELEGRAPH ROAD - INTERSECTION IMPROVEMENTS LAOB326 SCAB 0 COMPTON CREEK BIKEWAY EXTENSION - PHASE III DESIGN & 02/03 01-05 AND TELEGRAPH ROAD - INTERSECTION IMPROVEMENTS RAD TELEGRAPH ROAD TO A RESERVED PATH FROM CONSTRUCT 6 MI OF CLASS 1 BIRE/PED PATH FROM CONSTRUCT 6 MI OF CLASS 1 BIRE/PED PATH FROM CONSTRUCT 6 MI OF CLASS 1 BIRE/PED PATH FROM CONSTRUCT 6 MI OF CLASS 1 BIRE/PED PATH FROM CONSTRUCT 6 MI OF CLASS 1 BIRE/PED PATH FROM CONSTRUCT 6 MI OF CLASS 1 BIRE/PED PATH FROM CONSTRUCT 6 MI OF CLASS 1 BIRE/PED PATH FROM CONSTRUCT 6 MI OF CLASS 1 BIRE/PED PATH FROM CONSTRUCT 6 MI OF CLASS 1 BIRE/PED PATH FROM CONSTRUCT 6 MI OF CLASS 1 BIRE/PED PATH FROM CONSTRUCT 6 MI OF CLASS 1 BIRE/PED PATH FROM CONSTRUCT 6 MI OF CLASS 1 BIRE/PED PATH FROM CONSTRUCT 6 MI OF CLASS 1 BIRE/PED PATH FROM CONSTRUCT 6 MI OF CLASS 1 BIRE/PED PATH FROM CONSTRUCT 6 MI OF CLASS 1 BIRE/PED PATH FROM CONSTRUCT 6 MI OF CLASS 1 BIRE/PED PATH FROM CONSTRUCT 6 MI OF CLASS 1 BIRE/PED PATH FROM CONSTRUCT 6 MI OF CLASS 1 BIRE/PED PATH FROM CONSTRUCT 6 MI OF CLASS 1 BIRE/PED PATH F	CALTRANS				02/03 02	ect complete
11985 SCAB 405 NEAR HAWTHORNE AND CULVER CITY FROM ROUTE 105 TO 20'03 ROUTE 90 - 6 LANE FREEWAY, ADD 2 HOV LANES AND SOUNDWALLS. 12570 SCAB 60 RTE. 57/60 HOV CONNECTOR INDUSTRY FROM OLD BREA OZ/03 02-07 CANYON ROAD TO GRAND AVENUE - HOV DIRECT CONNECTORS AND COLLECTOR ROAD (BOTH DIRECTIONS) LA0C8219 SCAB 0 CONSTRUCTION OF A TRANSIT CIT AT THE SOUTH BAY O3/04 PAVILION SHOPPING CIT R DE SERVED BY ALL 8 CARSON CIRCUIT RTES & MITA LINES #205 & #446-447. LA0C37 SCAB 0 TELEGRAPH ROAD TRACK CAPACITY ENHANCEMENT 97-98 TCI 02/03 97-02 927108 SCAB 0 ALEEGRAPH ROAD TRACK CAPACITY ENHANCEMENT 97-98 TCI 02/03 96-02 AND TELEGRAPH ROAD - INTERSECTION IMPROVEMENTS CONSTRUCT 6 MI OF CLASS 1 BIKE/FED PATH FROM CONSTRUCT 6 MI OF CLASS 1 BIKE/FED P	CALTRANS				02/03 00-07	gn Phase Complete
12570 SCAB 60 RTE. 57/60 HOV CONNECTOR INDUSTRY FROM OLD BREA 02/03 02-07 CANYON ROAD TO GRAND AVENUE - HOV DIRECT CONNECTORS AND COLLECTOR ROAD (BOTH DIRECTIONS) LA0C8219 SCAB 0 SOUTH BAY PAVILION REGIONAL TRANSIT CTR. LA0C37 SCAB 0 CIRCUIT RIES & MTA LINES #205 & #446-447. LA963759 SCAB 0 TELEGRAPH ROAD TRACK CAPACITY ENHANCEMENTS 02/03 01-02 O ALAMEDA CORRIDOR IN COMMERCE AT ATLANTIC BOULEVARD 02/03 97-02 AND TELEGRAPH ROAD - INTERSECTION IMPROVEMENTS LAOB7326 SCAB 0 COMPTON CREEK BIKEWAY EXTENSION - PHASE III.DESIGN & 02/03 GREENLEAF BLVD TO ARTESIA FWW.WILL INC BIKE PATH, PED CONSTRUCT. 6 MI OF CLASS 1 BIKE/PED PATH FROM CONSTRUCT. 6 MI OF CLASS 1 BIKE/PED PATH, PED WAALKWAY SIGNAGE, STRIPING	CALTRANS			405	02/03 02-05	struction Phase
LA0C8219 SCAB 0 SOUTH BAY PAVILION REGIONAL TRANSIT CTR. 02/03 01-06 LA0C37 SCAB 0 CONSTRUCTION OF A TRANSIT CTR AT THE SOUTH BAY 03/04 03/04 03/04 LA0C37 SCAB 0 CIRCUIT RTES & MTA LINES #205 & #446-447. 02/03 01-02 LA963759 SCAB 0 CONSTRUCTION OF PASSENGER SHELTERS AND INFORMATION KIOSKS 02/03 07-02 927108 SCAB 0 TELEGRAPH ROAD TRACK CAPACITY ENHANCEMENT 97-98 TCI 02/03 97-02 AND TELEGRAPH ROAD - INTERSECTION IMPROVEMENTS AND TELEGRAPH ROAD - INTERSECTION IMPROVEMENTS 02/03 96-02 LAOB7326 SCAB 0 COMPTON CREEK BIKEWAY EXTENSION - PHASE III.DESIGN & OCONSTRUCT 6 MI OF CLASS 1 BIKE/PED PATH FROM CONSTRUCT 6 MI OF CLASS 1 BIKE/PED PATH FROM CONSTRUCT 6 MI OF CLASS 1 BIKE/PED PATH FROM CREEN LEAF BLVD TO ARTESIA FWY. WILL INC BIKE PATH, PED WALKWAY SIGNAGE, STRIPING	CALTRANS		SCAB	09	02/03 02-07	struction Phase
LA0C37 SCAB 0 CONSTRUCTION OF PASSENGER SHELTERS AND INFORMATION KIOSKS 01-02	CARSON, CITY OF			0	02/03 01-06	act ongoing
LA963759 SCAB 0 TELEGRAPH ROAD TRACK CAPACITY ENHANCEMENT 97-98 TCI 02/03 97-02 927108 SCAB 0 ALAMEDA CORRIDOR IN COMMERCE AT ATLANTIC BOULEVARD 02/03 96-02 AND TELEGRAPH ROAD – INTERSECTION IMPROVEMENTS LAOB7326 SCAB 0 COMPTON CREEK BIKEWAY EXTENSION – PHASE III.DESIGN & 02/03 01-05 CONSTRUCT .6 MI OF CLASS 1 BIKE/PED PATH FROM GREENLEAF BLVD TO ARTESIA FWY. WILL INC BIKE PATH, PED WALKWAY SIGNAGE, STRIPING	COMMERCE			0	02/03 01-02	struction/Project Implementation begins
927108 SCAB 0 ALAMEDA CORRIDOR IN COMMERCE AT ATLANTIC BOULEVARD 02/03 96-02 AND TELEGRAPH ROAD – INTERSECTION IMPROVEMENTS LAOB7326 SCAB 0 COMPTON CREEK BIKEWAY EXTENSION – PHASE III.DESIGN & 02/03 01-05 CONSTRUCT .6 MI OF CLASS 1 BIKE/PED PATH FROM GREENLEAF BLVD TO ARTESIA FWY.WILL INC BIKE PATH, PED WALKWAY SIGNAGE, STRIPING	COMMERCE			. 0	02/03 97-02	ect complete
SCAB 0 COMPTON CREEK BIKEWAY EXTENSION – PHASE III.DESIGN & 02/03 01-05 CONSTRUCT .6 MI OF CLASS 1 BIKE/PED PATH FROM GREENLEAF BLVD TO ARTESIA FWY.WILL INC BIKE PATH, PED WALKWAY SIGNAGE, STRIPING	COMMERCE			70	02/03 96-02	ect complete
	COMPTON	LAOB7326		0	02/03 01-05	neering/Plans, Specifications and nates (PS&E)

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DESCRIPTION PROG START Project	YEAR -END Status	TROLINK 02/03 02-06 Project ongoing 330 NEW 03/04 EXISTING ING LOT.	CEMENT 02/03 00-02 Project complete SPACES) DRKMAN)	SES FOR 02/03 02-04 Project complete SERVICE	TRANSIT 02/03 98-02 Project complete ACCESS -ACILITY-	ENT NEW 02/03 01-03 Project complete LECTRIC ROGRAM.	NVINCENT 02/03 01-03 Project ongoing INES #699 AND #272.	ING WILL 02/03 02-03 Project ongoing AGE, AND AENITIES.	ICEMENT 02/03 02-03 Project ongoing	OP. PRJ. 02/03 01-03 Project ongoing: R CTR. & L KIOSKS	PROJECT 02/03 01-03 Project ongoing	VVY-DUTY 02/03 01-05 Project complete EHICLES.		LENDALE 02/03 00-06 Project complete 36-97 TCI	02/03 00-06
		MITIGATE PARKING DEFICIENCY FOR COVINA METROLINK STATION-PROJECT PROPOSES TO CONSTRUCT 330 NEW PARKING SPACES IN A STRUCTURE OVER AN EXISTING STATION PARKING LOT.	EASTLAND SATELLITE PARK n RIDE LOT (REPLACEMENT PARKING FOR EASTLAND SHOPPING CENTER 429 SPACES) (CROSS STREETS ARE BARRANCA/WORKMAN)	PROCUREMENT OF TWO (2) 30' CNG EXPANSION BUSES FOR SERVICE	DEVELOP DOWNEY TRANSPO/TRANSIT CTR AND TRANSIT YARD- BUS SYSTEMS, METROLINK, AND LIGHT RAIL ACCESS IMPROVEMENTS- LA TO ORANGE CO INTERMODAL FACILITY-68,000 SQ/FT - NANCE/LORENA	SAN GABRIEL VALLEY METRO HUB-IMPLEMENT NEW TRANSPORTATION STRATEGIES, INCLUDING AN ELECTRIC BIKE/SHUTTLE SERVICE/PARKING CONTROL PROGRAM.	PARK AND RIDE FACILITY ON OAK STREET BETWEEN VINCENT & GLENDORA. 160 PARKING SPACES SERVING BUS LINES #699 AND #272.	EL MONTE STATION IMPROVEMENT PROJECT-FUNDING WILL PROVIDE FOR NEW LIGHTING, INFORMATION SIGNAGE, AND OTHER PASSENGER AMENITIES.	BUS STOP ENHANCEMENT	COVINA TIMED TRANSFER CENTER JOINT DEVELOP. PRJ. W/CITY W. COVINA PARK & RIDE GARAGE, TRANSFER CTR. & RETAIL KIOSKS	CUSTOMER SERVICES KIOSK PROJECT	PURCHASE OF (8) 35-FOOT LOW FLOOR CNG HEAVY-DUTY TRANSIT VEHICLES.	METROLINK - SANTA CLARITA LINE GLENDALE TRANSPORTATION CENTER - UPGRADE STATION 96-97 TCI	CNG HVY DUTY TRANSIT VEHICLES PURCH 6 BUSES TO	
RTE		0	0	0	0	0	0	0	0	0	0	0	0 1	0 1	Control of the last of the las
AIR	BASIN	SCAB	SCAB	SCAB	SCAB	SCAB	SCAB	SCAB	SCAB	SCAB	SCAB	SCAB	SCAB	SCAB	
PROJECT	₽	LA0C8216	COVINA LA9811080	LA026	LA982251	LA0C8323	LA0B311	LA0C8362	LA963526	LA963762	LA9811007	LA0C8220	LA963751	LA996065	
LEAD	AGENCY	COVINA	COVINA	CULVER CITY MUNI BUS LINES	DOWNEY	EL MONTE	FOOTHILL TRANSIT ZONE	FOOTHILL TRANSIT ZONE	FOOTHILL TRANSIT ZONE	FOOTHILL TRANSIT ZONE	FOOTHILL TRANSIT ZONE LA9811007	GLENDALE	GLENDALE	GLENDALE	

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LEAD	PROJECT	AIR	RTE	DESCRIPTION PI	PROG ST	START Project
AGENCY	□	BASIN		X	YEAR -	-END Status
LONG BEACH	LA0C8163	SCAB	0 BIKEWAY / BIKE/P	AND PEDESTRIAN IMPROVEMENTS. 1.2 MILE CLASS! 0: PED PATH FROM WALNUT AVE TO WILLOW STAT THE 0: BLUE LINE STATION.	02/03 0; 03/04	02-05 Environmental Document/Pre-Design Phase (PAED)
LONG BEACH	LA0C8331	SCAB	0 LONG BE/ MAJORITY MA	LONG BEACH WAYFINDING/TRANSIT CONNECTION PROGRAM- 0 MAJORITY OF SIGNS WILL BE PEDESTRIAN, AND WILL INCLUDE 0 MAPPING THAT DISPLAYS DESTINATIONS AND TRANSIT OPTIONS.	02/03 0/	02-04 Bid/Advertise Phase
LONG BEACH PUBLIC TRANSPORTATION COMPANY	LA01B110	SCAB	0	BIKE RACKS ON BUSES 0	02/03 0	01-03 Project complete
LONG BEACH PUBLIC TRANSPORTATION COMPANY	LA0B7006	SCAB	0 LONG B OF UP T	LONG BEACH TRANSIT EXPANSION BUSES - THE PURCHASE OF UP TO 11 40-FOOT, LOW-FLOOR LNG ALTERNATIVE FUEL BUSES WHICH SERVE THE MOST CROWDED ROUTES, INCLUDING 190,7,100 & 171.	02/03 0	00-03 Project complete
LONG BEACH PUBLIC TRANSPORTATION COMPANY	LA0C8320	SCAB	0 SOUTH WILL MAK MEETS TH	SOUTHEAST REGIONAL TRANSIT INFORMATION NETWORK- 0 WILL MAKE USERS IDENTIFY THE TRANSIT OPTION THAT BEST MEETS THEIR INDIVIDUAL NEEDS BY SERVING AS A ONE STOP SOURCE.	02/03 0	02-03 Project currently on hold due to California State Budget shortfall.
LONG BEACH PUBLIC TRANSPORTATION COMPANY	LA0C8383	SCAB	0 LON ENHAN TRANSI	LONG BEACH TRANSIT: BUS STOP IMPROVEMENT PROJ. 0 ENHANCE 9 OF RAIL STATION FEEDER BUS STOPS TO EASE TRANSFERS, MAKE PUBLIC TRANSIT MORE AESTHETICALLY PLEASING & SAFER, INC RIDERSHIP.	02/03 0	02-04 Environmental Document/Pre-Design Phase (PAED)
LONG BEACH PUBLIC TRANSPORTATION COMPANY	LA973029	SCAB	0	BUS STOP AMENITIES 0	02/03 0	02-04 RFP in Development
LOS ANGELES COUNTY	LA0B416	SCAB	101	IN LOS ANGELES - DOWNTOWN OVER FREEWAY 101 - 0 PEDESTRIAN BRIDGE ENHANCEMENT	02/03 0	02-04 Project ongoing
LOS ANGELES COUNTY	LA002633	SCAB	0	THOMPSON CREEK BICYCLE TRAIL (93/97 CFP; BIKE 0 PROGRAM) CLASS I (2 MILES)	02/03 9	99-03 Project ongoing
LOS ANGELES COUNTY	LA0B7288	SCAB	0 ENHA	GRAND AVE. REALIGNMENT AND PEDESTRIAN O ENHANCEMENTS-GRAND AVENUE BETWEEN TEMPLE AND SECOND STREET; CONSTRUCTION OF A TWO BLOCK REALIGNMENT OF GRAND AVENUE IN DOWNTOWN L.A	02/03 0	00-03 Project ongoing
LOS ANGELES COUNTY	LA0C8179	SCAB	0 GRANI IMPROVI BET MAJO	GRAND AVE PED IMPROVEMENTS-PHASE II. STREETSCAPE O IMPROVEMENTS DESIGNED TO IMPROVE PED CONNECTIONS BET MAJOR CULTURAL & GOVT FACILITIES ALONG GRAND AVE AND BUS & RAIL TRANSIT LINES.	03/04 0	02-05 Project ongoing

LOS ANGELES COUNTY - TCM Projects Identified In the First	CM Project	s Identifi	ed In	he First Two Years of the 2002 RTIP (02/03 – 03/04)
LEAD	PROJECT	AIR	RTE	DESCRIPTION PROG START Project
AGENCY	QI	BASIN		YEAR -END Status
LOS ANGELES COUNTY	LA0C8316	SCAB	0	TRANSPORTATION INFORMATION PROJECT (TIP). EQUIP 02/03 01-05 Project ongoing COUNTY EMPLOYEES AT 41 SITES THROUGHOUT LA COUNTY 03/04 WITH THE TOOLS NEEDED TO PROVIDE INDIVIDUALIZED WITH THE TOOLS NEEDED TO PROVIDE INDIVIDUALIZED TO PROVIDE INDIVIDUALIZED TO PROVIDE INDIVIDUALIZED TO TRANSIT ITINERARIES ETC.
LOS ANGELES COUNTY	LA996285	SCAB	0	SOUTH BAY BIKE TRAIL RECONSTRCT AT PLAYA DEL REY – 02/03 01-05 Design stage DESIGN AND RECONSTRCT SEGMENT OF THE TRAIL AT DOCKWEILER STATE BEACH.
LOS ANGELES COUNTY	LA996288	SCAB	0	SAN GABRIEL RVR. BIKE TRAIL REHAB PHASE I – FROM 02/03 01-05 Design stage WHITTIER NARROWS DAM TO FLORENCE AVE.
LOS ANGELES COUNTY	LA996289	SCAB	0	SOUTH BAY BIKE TRAIL PED. ACCESS RAMPS/SIDEWALKS - 02/03 01-06 Project on hold because of California State DESIGN OF RAMPS, WALKWAYS TO PROVIDE ACCESS TO THE 03/04 Budget shortfall STH. BAY TRAIL AT DOCKWEILER STATE BEACH
LOS ANGELES COUNTY	LA0B7004	SCAB	0	VEHICLE ACQUISITION FOR EAST LOS ANGELES FIXED ROUTE 02/03 00-02 Buses will be delivered by Sep. 2004 SHUTTLE SERVICE PHASE II-PURCHASE OF 3 VEHICLES WILL INCREASE FREQUENCY OF THE EXISTING 3 SHUTTLES SERVICE ROUTES
LOS ANGELES COUNTY	LA996044	SCAB	0	VEH ACQ FOR EST L.A. SHUTTLE PURCH 4 VEH'S TO REMEDY 02/03 99-02 Buses slated for deliver by Sep. 2004 EXISTING OVERCROWDED CONDITIONS (EXPANSION)
LOS ANGELES COUNTY	к616ТА	SCAB	0	METROLINK - SANTA CLARITA LINE AT VINCENT HILL/ACTON 02/03 96-02 Project complete GRADE METROLING STATION - INSTALL TRAFFIC SIGNALS, CANOPY, PAVING, LIGHTING
LOS ANGELES COUNTY MTA	LA000274	SCAB	7	FROM SEPULVEDA TO MORENO CONTRUCT DIVIDED PKWAY 02/03 00-03 Project nearing completion WITH TRANSIT PKWAY IMPROVEMENTS, BIKE LANES & RT. 03/04 2/405 INTERCHANGE (94CFP; CAT. 2, 210, 98STIP00027) TEA21-#1531
LOS ANGELES COUNTY MTA	LA000487	SCAB	0	PARK AND RIDE LOT (850 SPACES) LANKERSHIM AND 02/03 00-02 Project ongoing CHANDLER – METRO RED LINE
LOS ANGELES COUNTY MTA	LA000489	SCAB	0	PARK AND RIDE LOT (700 SPACES) UNIVERSAL CITY – METRO 02/03 00-03 Project nearing completion RED LINE
LOS ANGELES COUNTY MTA	LA002738	SCAB	0	BIKEWAY/PEDESTRIAN BRIDGE OVER LA R RIVER AT TAYLOR 02/03 98-02 Project ongoing YARD CLASS I (CFP 738, 2077)
LOS ANGELES COUNTY MTA	LA0B7337	SCAB	0	CHANDLER BLVD ROW BIKE PATH: 170 FWY TO LA VALLEY 02/03 00-05 Contract/Project Award COLLEGE-DESIGN OF 2.3 MILES OF BIKEWAY AND OPTIONAL PEDESTRIAN WALKWAY FROM 170 FWY TO LOS ANGELES VEDESTRIAN WALKWAY FROM 170 FWY TO LOS ANGELES VALLEY COLLEGE

LOS ANGELES COUNTY – TCM Projects Identified In the First	CM Project	s Identifie	ed In t	Two Years of the 2002 RTIP (02/03 – 03/04)	
LEAD	PROJECT	AIR	RTE	DESCRIPTION PROG START Project	
AGENCY	₽	BASIN		YEAR -END Status	
LOS ANGELES COUNTY MTA	LA0C8109	SCAB	0	COUNTYWIDE TRANSPORTATION SYS. AWARENESS & 02/03 95-07 Bid/Advertise Phase SATISFACTION. PROJECT WILL USE AND EXPAND UPON IT'S 03/04 PREDECESSOR'S WORK, THE SERVICE PLANNING MARKET RESEARCH PROGRAM (SPMRP) FOR TRANSIT	
LOS ANGELES COUNTY MTA	LA210465	SCAB	0	SO. CENTRAL LOS ANGELES EXPOSITION PARK INTERMODAL 02/03 98-03 Project ongoing URBAN ACCESS PRJ (STATE OF CAL. DEPT. OF GEN. SERV.) RENEW /RENOVATION PARKING FACILITY IMPROVE PARK/TRAFFIC ACCESS PROGRAM	
LOS ANGELES COUNTY MTA	LA974083	SCAB	0	CHANDLER/BURBANK BIKE PATH-WHITEOAK TO PIERCE 02/03 00-03 Project ongoing COLLEGE A 3.2 MILE CLASS I BIKEWAY ON MTA'S CHANDLER/BURBANK RAIL RIGHT-OF-WAY WILL IMPROVE NON-MOTORIZED ACCESS (COMBINED W/LA974078)	
LOS ANGELES COUNTY MTA	LA974124	SCAB	0	SANTA MONICA BOULEVARD TRANSIT PARKWAY TRANSIT 02/03 99-02 Project ongoing PEDESTRIAN AND BIKEWAY IMPROVEMENTS ALONG SANTA MONICA BLVD IN WEST LOS ANGELES, SPANS 2.5	
LOS ANGELES COUNTY MTA	LA974235	SCAB	0	SIGNAL SYSTEM TECHNICIAN TRAINING PROGRAM 02/03 99-02 Project ongoing CURRICULUM DEVELOPMENT PROGRAM AT COMMUNITY COLLEGE	
LOS ANGELES COUNTY MTA	LA991305	SCAB	0	RIDESHARE 2000/CLUB METRO- EXTEND AND EXPAND 02/03 00-05 On-going operating maintenance project IMPLEMNT. INCNTIVE PRGM. TO ENCOURAGE USE OF ALT. 03/04 MODES OF TRAVEL OTHER THAN DRIVING ALONE.	ect
LOS ANGELES COUNTY MTA	LA01B101	SCAB	0	0 COOPERATIVE PURCHASE OF HYBRID ELECTRIC COACHES BY 02/03 01-06 Engineering/Plans, Specifications and MTA AND INTERESTED MUNICIPAL OPERATORS AS A TEST Estimates (PS&E) PROGRAM (2001 CFP 8116)	
LOS ANGELES COUNTY MTA	LA01B120	SCAB	0	EXPANSION OF DIVISION 1 TO ADD ADDITIONAL CAPACITY OF 02/03 01-03 Engineering/Plans, Specifications and APPROX 67 BUSES AND ADDITIONAL PARKING SPACE OF Estimates (PS&E) EMPLOYEES. ACQUISITION OF A VACANT PARCEL SOUTH OF DIV 1	
LOS ANGELES COUNTY MTA	LA0B303	SCAB	0	ACQUISITION OF TROLLEY BUSES (2) AND CHARGING 02/03 00-04 Engineering/Plans, Specifications and STATIONS FOR THE CITY OF MONROVIA'S DOWNTOWN Estimates (PS&E) TROLLEY SERVICE	***************************************
LOS ANGELES COUNTY MTA	LA0B304	SCAB	0	PLAYA VISTA EARNMARK, PURCHASE NEW (5) LOW-EMISSION 02/03 00-04 Engineering/Plans, Specifications and BUSES, TRACKING EQUIP & BUS AMENITIES INCLUDING PASSENGER SHELTERES, INFO KIOSKS & APPURTENANT EQUIP - TRANSIT SERVICE UPGRADE.	***************************************
LOS ANGELES COUNTY MTA	LA0B7023	SCAB	0	GET ABOUT FLEET IMPROVE (POMONA VAL TRANS. 02/03 00-02 Project ongoing AUTHORITY)-PURCHASE 18, 21 PASSENGER VEHIC TO INCR CAPACITY OF SUBREG PARATRANSIT SYS	The state of the s

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START Project	-END Status	03-08 Environmental Document/Pre-Design Phase (PAED)	01-04 Contract/Project Award	02-05 Project ongoing	02-05 Contract/Project Award	02-07 Environmental Document/Pre-Design Phase (PAED)	02-08 Engineering/Plans, Specifications and Estimates (PS&E)	02-06 Environmental Document/Pre-Design Phase (PAED)	00-02 Project complete	00-03 Project complete	02-05 Contract/Project Award	97-02 Project ongoing	02-03 Contract/Project Award	02-07 Project complete	98-02 Project ongoing	02-05 On-going operating maintenance project
PROG ST	YEAR -EI	02/03 03 03/04	02/03 01	03/04 02	02/03 02	02/03 02 03/04	02/03 02 03/04	02/03 02 03/04	05/03 00	02/03 00 03/04	02/03 02 03/04	02/03 97	02/03 02 03/04	02/03 05	02/03 98	02/03 02 03/04
DESCRIPTION PR	J. A.	MID-CITY/EXPOSITION CORRIDOR LIGHT RAIL TRANSIT 05 PROJECT-TO VERMONT 05	TDM PROGRAM ENHANCEMENT 02	METRO RAPID BUS STATIONS-PHASE II; INCLUDES 03 COMMUNICATIONS & EQUIPMENT	SAN FERNANDO VALLEY EASTWEST BRT (FROM THE 02 TERMINUS OF THE METRO RED LINE HEAVY RAIL IN NO 03 HOLLYWOOD TO WARNER CENTER)14-MILE EXCLUSIVE BUS LANES LOCATED IN FORMER RAIL ROAD ROW	SAN FERNANDO VALLEY NORTH/SOUTH BRT EXTENSION 03	EASTSIDE TRANSIT CORRIDOR - UNION STATION TO ATLANTIC 03 VIA 1ST ST. TO LORENA, THEN 3RD ST. VIA 3RD/BEVERLY 03 BLVD. TO ATLANTIC (EASTSIDE LRT)	MID -CITY TRANSIT CORRIDOR: WILSHIRE BLVD. FROM 03 VERMONT TO SANTA MONICA DOWNTOWN- MID-CITY 03 WILSHIRE BRT	METRO RED LINE MOS-3: N. HOLLYWOOD 5.9-MILE W/3 03 STATIONS, HIGHLAND TO N.HOLLYWOOD STA. 15,370+ 746= 16,117 118,630+5,754=124,384	SADENA EXT UNION STA TO	ACQUISITION REVENUE VEHICLES - 2,513 CLEAN FUEL BUSES: LEASED VEH, FY02 (370); +30 HC; FY03 -FY06 TOTAL OF 516		LIGHT RAIL TRANSIT FLEET- 50 NEW RAIL CAR AND 03 CONTINUATION OF THE LA CAR RAIL PURCHASE 03	RAPID BUS PROGRAM - 4 - FORTY FOOT BUSES. ALSO 0: FACILITY: BUS STOP DESIGN AND CONSTRUCTION, TECHNOLOGY UPGRADING, OPERATING SUPPORT.	0 METRO RAIL BLUE LINE-LONG BEACH/LA WILMINGTON AVENUE 0: AT IMPERIAL HIGHWAY - OVERCROSSING	ì
AIR RTE	N	SCAB 0	SCAB 0	SCAB 0	SCAB 0	SCAB 0	SCAB 0	SCAB 0	SCAB 0	SCAB 0	SCAB 0	SCAB 0	SCAB 0	SCAB 0	SCAB 0	SCAB 0
PROJECT /	ID BASIN	LA0C10 SC	LA0C8118 SC					LA29202W SC	LA29202X SC	LA29212X SC	LA963542 SC	LA963755 SC	LA990305 SC	LA990306 SC	7050 SC	927333 SC
LEAD	AGENCY	LOS ANGELES COUNTY MTA	LOS ANGELES COUNTY MTA	į.	LOS ANGELES COUNTY MTA LA29202U1	LOS ANGELES COUNTY MTA LA29202U2	LOS ANGELES COUNTY MTA LA29202V	LOS ANGELES COUNTY MTA	LOS ANGELES COUNTY MTA	LOS ANGELES COUNTY MTA	LOS ANGELES COUNTY MTA	LOS ANGELES COUNTY MTA	LOS ANGELES COUNTY MTA	LOS ANGELES COUNTY MTA	LOS ANGELES COUNTY MTA	LOS ANGELES COUNTY MTA

LOS ANGELES COUNTY - 1	ICM Project	s Identifie	ed In t	LOS ANGELES COUNTY – TCM Projects Identified In the First Two Years of the 2002 RTIP (02/03 – 03/04)	
LEAD	PROJECT	AIR	RTE	DESCRIPTION PROG START Project	5
AGENCY	Ω	BASIN		YEAR -END Status	
LOS ANGELES REDEVELOPMENT AGENCY	LA0C53	SCAB	0	HOLLYWOOD INTERMODAL TRANSPORTATION AND PUBLIC 02/03 03-04 Project in design phase PARKING CENTER ON HAWTHORNE AVE. BETWEEN HIGHLAND 03/04 AVENUE AND NORTH ORANGE DRIVE.	
LOS ANGELES, CITY OF	LA0B7330	SCAB	0	SAN FERNANDO ROAD ROW BIKE PATH PHASE II-CONSTRUCT 02/03 00-05 Engineering/Plans, Specifications and 2.75 MILES CLASS I FROM FIRST ST TO BRANFORD ST, ON MTA-OWNED ROW PARALLEL TO SAN FERNANDO RD. LINK CYCLISTS TO NUMEROUS BUS LINE	ifications and
LOS ANGELES, CITY OF	LA0C8174	SCAB	0	LITTLE TOKYO PEDESTRIAN LINKAGES. CONSTRUCTION OF 02/03 02-04 Awaiting CTC allocation IMPROVEMENTS: SIDEWALK AND CROSSWALK 03/04 ENHANCEMENTS, STREET FURNITURE & LANDSCAPING TO PROMOTE PEDESTRIAN TRAVEL WIN LITTLE TOKYO.	
LOS ANGELES, CITY OF	LA0C8319	SCAB	0	TAXI/SHUTTLE STANDS AT METRO RED LINE STA AT N HLWD & 02/03 01-03 Environmental Document/Pre-Design Phase UNIVERSAL. CITY AUTHORIZED TAXI STANDS AT TWO METRO RED LINE STATIONS (UNIVERSAL CITY ON LANKERSHIM AND N. HLWD ON CHANDLER.	t/Pre-Design Phase
LOS ANGELES, CITY OF	LA0C8321	SCAB	0	LA CULTURAL TOURISM WEB PAGE DEVELOP & TRANSIT 02/03 01-05 Project ongoing PROMOTION. ENCOURAGES THE USE OF MASS TRANSIT AT 03/04 TARGETED TRIP GENERATION NODES AND FACILITATE MASS TARGETED TRIP GENERATION NODES AND FACILITATE MASS TRANSIT USE TO REG. DESTINATIONS.	
LOS ANGELES, CITY OF	LA0C8329	SCAB	0	BICYCLE RACKS ON COMMUTER EXPRESS BUSES. ADDITION 02/03 01-03 Project ongoing: estimated completion date OF FRONT-LOADING BICYCLE RACKS TO A TOTAL OF 93 - June, 2004 COMMUTER EXPRESS BUSES AND SPARES THAT SERVE THE COMMUTER EXPRESS BUSES AND COUNTY OF LA.	ed completion date
LOS ANGELES, CITY OF	LA0C8330	SCAB	0	BICYCLE COMMUTER TECHNOLOGY ACCESS, CITY'S WEB 02/03 02-06 Project scheduled to start 03/04 PAGE FOR BICYCLE PROGRAM 03/04	t 03/04
LOS ANGELES, CITY OF	LA962071	SCAB	0	L.A. RIVER BIKE PATH OVER LOS FELIZ BLVD. CLASS I AND 02/03 00-03 Project complete CLASS II ICALL # 2071, MOU P.002-071 ON 6/30/99]	
LOS ANGELES, CITY OF	LA962129	SCAB	0	METROLINK ROW MITIGATION PEDESTRIAN & CROSSING 02/03 95-02 Construction/Project Implementation begins IMPROVEMENTS	lementation begins
LOS ANGELES, CITY OF	LA962148	SCAB	0	WESTLAKE COMMUNITY BASED INTERCEPT INTERMODAL 02/03 01-03 Project ongoing FACILITY (96 CALL, CAT 2) [CALL #2445]	
LOS ANGELES, CITY OF	LA996099	SCAB	0	METROLINK SHUTTLE (CHATSWORTH) 02/03 00-03 Project complete	
LOS ANGELES, CITY OF	LA996106	SCAB	0	DOWNTOWN PRKING MGMT ORDINANCE PRKNG ORD. TO 02/03 02-03 Environmental Document/Pre-Design Phase MANAGE PRKNG SUPPLY 03/04 (PAED)	t/Pre-Design Phase

ELES COUNTY - TCM	Projects	Identifie	LOS ANGELES COUNTY – TCM Projects Identified In the First Two Years of the 2002 RTIP (02/03 – 03/04)		START Project
LEAD PRO AGENCY	PROJECT	AIR R Basin			Status
	LA996390	SCAB	0 SEPULVEDA BLVD. FROM CENTINELA AVE. TO LINCOLN BLVD – 02/03 WIDEN SEPUL BLVD. BET. LINCOLN AND CENTINELA TO PROVIDE BUS/CARPOOL PRIORITY LANE.	3 02-04	 Awaiting Federal authorization to start design
LOS ANGELES, CITY OF LAS	LA996439	SCAB	0 BICYCLE RACK AND PARKING PHASE II INSTALL ESTIMATED 02/03 833 INVERTED BIKE RACKS,	3 99-02	2 . Construction/Project Implementation begins
LOS ANGELES, CITY OF LAC	LA0B7002	SCAB	0 ATHENS/LENNOX/WILLOWBROOK/FLORENCE ET AL BUS 02/03 SHELTER INSTALLATION-ENHANCE PASSENGER FACILITIES AT BUS STOPS, IMPROVE PASSENGER COVENIENCE	33 00-02	2 - Project ongoing
LOS ANGELES, CITY OF LAC	LA0B7024	SCAB	0 METRO RED LINE MELROSE SHUTTLE-ACQUISITION OF 2 LOW 02/03 FLOOR, PROPANE-POWERED, 30-FOOT BUSES WILL BE USED IN THE OPERATION OF A NEW HIGH FREQUENCY SHUTTLE	03 01-02	2 Project complete
LOS ANGELES, CITY OF LAC	LA0B7026	SCAB	0 METRO RED LINE/WEST HOLLYWOOD/BEVERLY 02/03 CENTER/CEDER SINAI SHUTTLE-ACQUIRE 7 NEW 30-FOOT, PROPANE-FUELED, DASH STYLE BUSES FOR THE OPERATION OF A HIGH FREQUENCY SHUTTLE	03 00-02	2 Project complete
LOS ANGELES, CITY OF LAC	LA0B7034	SCAB	0 SUN VALLEY INTERMODAL TRANSIT CENTER; PEDESTRIAN 02/03 CROSSING/BUS STOP IMPROVEMENT-PROVIDE PED. CROSSINGS AT EACH END OF THE PLATFORM OF SOON TO BE BUILT SUN VALLEY METROLINK STATION	03 00-03	3 Project complete
LOS ANGELES, CITY OF LAC	LA0B7274	SCAB	0 CITYWIDE ST PEDESTRIAN IMPROVEMENT-CONSISTS OF A 02/03 SERIES OF STREETSCAPE ENHANCEMENTS WITHIN DOWNTOWN LA DESIGNED TO STRENGTHEN THE PEDESTRIAN LINKAGE BETWEEN DOWNTOWN DESTINATIONS.	03 00-02	2 Construction is 40% completed - estimated completion by June 30, 2004
LOS ANGELES, CITY OF LA	LA0B7276	SCAB	0 GRAND AVE RELIGNMENT AND PEDESTRIAN ENHANCEMENTS- 02/03 REALIGNING GRAND AVE BETWEEN TEMPLE AVE AND FIRST ST WILL INCREASE PEDESTRIAN CAPACITY. SPECIFIC IMPROVEMENTS INCLUDE SIDEWALKS ETC	03 02-03	3 Project complete
LOS ANGELES, CITY OF LA	LA0B7278	SCAB	0 NORTHEAST COMMUNITY LINKAGES PHASE II-HIGHLIGHT 02/03 PEDESTRIAN CONNCTNS W/RAIL & BUS LINES ALONG MARMION WAY AND AT PASADENA AVE, FIGUEROA ST, FRENCH AVE, AND AVE 45, 50, 60, 61.	03 00-02	2 Project ongoing
LOS ANGELES, CITY OF LA	LA0B7285	SCAB	0 ALISO VILLAGE PEDESTRIAN LINKAGE PROJECT-LINK THE NEW 02/03 RECONSTRUCTED ALISO VILLAGE PUBLIC HOUSING DEVELOPMENT TO THE 2ND ST TRANSIT WAY & METRO RAIL STATION AT FIRST AND BOYLE ST.	03 00-02	Awaiting Caltrans authorization for construction
LOS ANGELES, CITY OF LAI	LA0B7290	SCAB	0 VERMONT SIDEWALK WIDENING/TRANSIT AVENIDA: 02/03 EXPOSITION BLVD TO I-10-ENHANCE THE PEDESTRIAN ENVIRONMENT/INCREASE SAFETY ON VERMONT AVE	03 00-03	3 Environmental Document/Pre-Design Phase (PAED)

(02/03 - 03/04)
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LEAD	PROJECT	AIR F	RTE	DESCRIPTION PROG		START Project
AGENCY	OI	BASIN			YEAR -E	-END Status
LOS ANGELES, CITY OF	LA0B7293	SCAB	0 SAN PEDRC WAYS LINK	RO PEDESTRIAN WAY-PROVIDE PEDESTRIAN ACCESS NKING EXISTING TRANSIT FACILITIES AND PROPOSED PARKING STRUCTURE TO SURROUNDING & OTHER DESTINATIONS IN DOWNTOWN SAN PEDRO	02/03 00	00-03 Engineering/Plans, Specifications and Estimates (PS&E)
LOS ANGELES, CITY OF	LA0C8173	SCAB	OC CO SOUTH	NORTHRIDGE METROLINK STN PARKING IMPRVMENT. CONSTRCT ADDT'L 100 PRKING SPCS & RECONFIGURE SOUTHERN PRTION OF EXISTNG PRKNG LOT TO YIELD AN ADDT'L 40 NET PRKING SPCES TOTAL 400 SPC.	03/04 0.	03-07 Project design due to start 03/04
LOS ANGELES, CITY OF	LA0C8241	SCAB	0 PICO PURCHA FC	PICO UNION/ECHO PARK DASH VEHICLE PROCUREMENT. PURCHASE (3) LOW-FLOOR, PROPANE-POWERED 30' BUSES FOR THE PICO/UNION ECHO PARK SHUTTLE SERVICE.	02/03 0;	02-04 Project design due to start 03/04
LOS ANGELES, CITY OF	LA0C8242	SCAB	0 BUS ST LIGHTING STOPS	BUS STOP IMPROVEMENTS ON SAN FERNANDO ROAD & TC LIGHTING; ENHANCE PASSENGER FACILITIES AT THREE BUS STOPS WITH GREATEST NUMBER OF DAILY BOARDINGS ON EAST SIDE OF SAN FERNANDO ROAD.	02/03 0;	02-08 Negotiating letter of agreement with MTA
LOS ANGELES, CITY OF	LA0C8303	SCAB	0 ANGELS DEVT C WAITING	NIGELS FLIGHT RAILWAY PLAZA. ENHNCMENT OF SYSTM & DEVT OF LOWER PLAZA INCL KIOSKS, INCLDS INSTALLING, AITING & SEATING AREAS, LIGHTING, CNNCTIONS BET HILL ST & ADJOENT RED LINE ST	02/03 0	01-04 Environmental Document/Pre-Design Phase (PAED)
LOS ANGELES, CITY OF	LA0C8318	SCAB	0 LA CIT PROJE	LA CITY AND SURROUNDING COMMUNITIES BICYCLE MAP- PROJECT WILL UPDATE BIKEWAY MAPPING INFO. FOR THE CITY OF LA AND PLOT BYCYCLE LANE AND PATH INFORMATION ON A NEW MAP.	02/03 03	02-04 Project design scheduled to start 03/04
LOS ANGELES, CITY OF	LA0C8324	SCAB	0 BICYCI WILL IN THE SIX	BICYCLE PARKING AT FIVE BLUE LINE STATIONS-PROJECT WILL INSTALL BICYCLE PARKING AND LOCKERS AT FIVE OF THE SIX PASADENA BLUE LINE STATIONS LOCATED WITHIN THE SIX PASADENA BLUE LINE STATIONS LOCATED WITHIN	02/03 0:	02-03 Project ongoing
LOS ANGELES, CITY OF	LA0C8380	SCAB	0 ENF WALK	CHINATOWN/COLLEGE STREET BLUE LINE STATION ENHANCEMENT-FEATURES CONSIST OF A PEDESTRIAN WALKWAY BRIDGE; A BUS STATION AND A BIKE STATION.	02/03 0	01-04 Environmental Document/Pre-Design Phase (PAED)
LOS ANGELES, CITY OF	LA0C8385	SCAB	0 EL SERENC PROPAN	SERENO DASH PROCUREMENT. PURCHASE (2) LOW-FLOOR, PROPANE POWERED, 30' FOOT BUSES FOR THE EL SERENO DASH SERVICE.	02/03 03	02-06 Negotiating MOU with MTA
LOS ANGELES, CITY OF	LA962445	SCAB	0 WEST	WESTLAKE COMMUNITY BASED INTERCEPT INTERMODAL FACILITY	02/03 0	01-03 Project ongoing
LOS ANGELES, CITY OF	LA974165	SCAB	0 DESIGN PUBI	MACARTHUR PARK STATION IMPROVEMENTS INCLUDE DESIGN AND CONSTRUCTION OF A PLAZA TO ACCOMODATE PUBLIC ACCESS (PEDESTRIAN ENTRABCES, WALKWAYS, BICYCLE FACILITIES)	05/03 8	99-02 Project ongoing

	START Project	-END Status	00-03 Project complete	00-03 Project complete	00-03 Project complete	00-03 Project complete	00-06 Project complete	00-03 Project complete	00-06 Project complete	00-06 Project complete	00-03 Project ongoing	00-03 Project complete	01-04 Project ongoing	96-02 Project ongoing	01-03 Project complete	02-05 Environmental Document/Pre-Design Phase (PAED)	00-03 Project complete
		YEAR -EI			02/03 00	02/03 00		02/03 00	02/03 00	02/03 00	02/03 00	02/03 00	02/03 01	02/03 96	02/03 01	02/03 02	02/03 00
LOS ANGELES COUNTY – TCM Projects Identified In the First Two Years of the 2002 RTIP (02/03 – 03/04)	DESCRIPTION PROG	YE	DASH PICO UNION/ ECHO PRK VEH ACQ PURCHASE ONE BUS 02/03 TO RELIEVE OVERCROWDING	DASH EL SERENO/CTY TERR VEH ACQ PURCHASE2 BUSES TO 02/03 REDUCE OVERCROWDING	DASH WILMINTON VEH ACQUISITION PURCHASE 2 BUSES TO 02/ RELIEVE OVERCROWDING	DASH WATTS VEH ACQUISITION PURCH 2 VEH'S TO REDUCE 02/ EXISTING OVERCROWDING	DASH KING-EAST VEH ACQUISITION FINANCE THE ACQ OF 5 02/03 BUSES TO REDUCE OVERCROWDING	DASH HLLYWOOD VEH ACQUISITION ACQUIRE TWO BUSES TO REDUCE EXISTING OVERCROWDING	DASH VERMNT-MAIN VEH ACQUISITION PURCH 5 BUSESTO 02/ RELIEVE EXISTING OVERCROWDING	DASH MANCHSTR-FLORNCE VEH ACQ PURCH 5 BUSES TO 02/ RELIEVE EXISTING OVERCROWDING	COMM EXPRESS 448 VEH ACQUISITION PURCH 3 BUSES TO 02/ REDUCE EXISTING OVERCROWDING	ROWAN SHUTTLE VEH ACQUISITION PURCH 2 BUSES TO 02/ REDUCE EXISTING OVERCROWDED CONDITIONS	CHANDLER BIKEWAY EXTENSION-DESIGN & CONSTRUCT. 5 02. MILE EXT, CYCLIST SHOWER AND LOCKER FACILITY AT HISTORIC TRAIN STATION ACROSS FROM CHANDLER BLVD. FROM THE METRO RED LINE STATION.	METRO RAIL RED LINE AT WESTLAKE COMMUNITY 02, INTERMODAL INTERCEPT FACILITY - DESIGN 1,100 SPACE PARKING STRUCTURE CROSSSTREETS ARE ALVARADO/MACARTHUR	IN MANHATTAN BEACH - MARINE AVENUE BETWEEN 02. SEPULVEDA BLVD (STATE ROUTE 1) AND VALLEY/ARDOMOR PEDESTRIAN AND AESTHETIC IMPROVEMENTS	0 MONROVIA RAILROAD DEPOT MULTI-MODAL TRANSIT CENTER; 02. STABILIZING STRUCTURE AND THEN OVERALL STRUCTURAL 03. ELEMENTS WILL BE REPAIRED FOLLOWED BY RESTORING KEY ARCHITECTURAL FEATURES.	PURCHASE AND INSTALLATION OF ON BOARD BIKE RACKS. 02
tified In	R RTE	7	9	0	0	0 8	0 8	0 €	0	0 8	0	0	0	0 E	T		9 0
ts Iden	AIR	BASIN	SCAB	SCAB	SCAB	SCAB	SCAB	SCAB	SCAB	SCAB	SCAB	SCAB	SCAB	SCAB	SCAB	SCAB	SCAB
CM Projec	PROJECT	Ω	LA996000	LA996001	LA996002	LA996003	LA996004	LA996005	LA996006	LA996007	LA996010	LA996011	LA996241	R627TA	LAOB418	LA0C8250	LA000504
LOS ANGELES COUNTY - T	LEAD	AGENCY	LOS ANGELES, CITY OF	LOS ANGELES, CITY OF	LOS ANGELES, CITY OF	LOS ANGELES, CITY OF	LOS ANGELES, CITY OF	LOS ANGELES, CITY OF	LOS ANGELES, CITY OF	LOS ANGELES, CITY OF	LOS ANGELES, CITY OF	LOS ANGELES, CITY OF	LOS ANGELES, CITY OF	LOS ANGELES, CITY OF	MANHATTAN BEACH	MONROVIA	MONTEBELLO

)4)	DESCRIPTION PROG START Project	YEAR -END Status) (DIESEL- 03/04 03-05 Bid/Advertise Phase TESTING.	(PANSION 02/03 00-03 Project complete BUSES	DR BUSES 02/03 01-04 Project complete	ORTFALL 02/03 00-03 Project ongoing	NSION OF 02/03 01-03 Purchase of 2 buses complete; Purchase (TRANSIT Orders Issued on remaining CLES FOR IGER FOR SHUTTLE	(PANSION 02/03 01-04 Project ongoing BUSES.	ERNATIVE 02/03 02-04 FTA Approved Budget Revision – Rolling ACILITIES. Added To Bus Stop Projects	VEHICLES 02/03 02-03 Project ongoing	v CENTER 02/03 02-04 Project ongoing VEMENTS	OCATIONS 02/03 01-03 Project ongoing	VEHICLES 02/03 01-03 Project complete	URCHASE 03/04 02-05 Project ongoing /EHICLES.	DESTRIAN 02/03 00-03 Project ongoing ENA BLUE THE CITY	-UEL EXTENSION 02/03 00-03 Project ongoing VEHICLES (GTIP)	-IMPROVE 02/03 00-03 Bid/Advertise Phase ATIONS IN ASADENA IGNMENT	NT, FROM 03/04 03-05 Engineering/Plans, Specifications and ALINA AVE Estimates (PS&E)
the First Two Years of the 2002 RTIP (02/03 – 03/04)			PURCHASE OF (1) EXPANSION BUS. ONE HYBRID (DIESEL- ELECTRIC) LOW FLOOR 40' COACH FOR INSERVICE TESTING.	REPLACE BUSES- 2000 (5) 40' BUSES AND (10) 40' EXPANSION BUSES	PURCHASE 4 - 40' LOW FLOOR BUSES	PURCHASE TWO (2) 40-FT GILLIG + SHORTFALL	TRANSIT VEHICLE PURCHASE- FOR EXPAI NORWALKWHITTIER SHUTTLE AND NORWALK SYSTEM ROUTE 4, TWO 35-PASSENGER VEHIC EXTENSION SERVICE ROUTE 4 AND TWO 35-PASSEN	PURCHASE OF (4) FOUR ALTERNATIVELY FUELED EXPANSION BUSES.	NORWALK ON BEHALF OF SANTA FE SPRINGS - ALTERNATIVE FUEL VEHICLES AND TRANSIT RELATED FACILITIES.	PURCHASE (2) EXPANSION PARATRANSIT VEHICLES	NORWALK/SANTA FE SPRINGS TRANSPORTATION CENTER EXPANSION - PARKING & RELATED IMPROVEMENTS	BUS STOP AMENITIES AT VARIOUS BUS STOP LOCATIONS	PROCUREMENT OF (2) PARATRANSIT VEHICLES	PV TRANSIT CAPITAL IMPROVEMENT PROGRAM II. PURCHASE 3 EXPANSION CLEAN-FUEL VEHICLES.	PASADENA BLUE LINE COMMUNITY LINKAGES PEDESTRIAN IMPROVEMENTS TO TWO PLANNED METRO PASADENA BLUE LINE STATIONS WITHIN THE CITY	PURCHASE OF (5) 30-FOOT ALTERNATIVE I	BLUE LINE PEDESTRIAN ENHANCEMENTS-IMPROVE PEDESTRIAN ACCESS TO PLANNED BLUE LINE STATIONS IN THE CITY OF PASADENA, LOCATED ALONG THE PASADENA BLUE LINE ALIGNMENT	PCH TRAFFIC AND INTERSECTION IMPROVEMENT, FROM HERONDO ST TO CATALINA AVE
itified In	R RTE	z	0	0	В 0	В		0	0 8	0 8	о 9	(B	(B 0	0 8	0	(B 0	(B) 0	(B 1
ts Ider	AIR	BASIN	SCAB	SCAB	SCAB	SCAB	SCAB	SCAB	SCAB	SCAB	t scab	SCAB	SCAB	SCAB	SCAB	SCAB	SCAB	SCAB
CM Projec	PROJECT	Ω	LA0D28	LA55012	LA01B103	LA0B0841	LA0B7018	LA0C71	LA0D01	LA0D02	LA0D04	LA973500	LA990302	LA0C8226	LA974129	LA0B215	LA0B7270	LA0C8072
LOS ANGELES COUNTY - TCM Projects Identified In the Fir	LEAD	AGENCY	MONTEBELLO	MONTEBELLO	NORWALK	NORWALK	NORWALK	NORWALK	NORWALK	NORWALK	NORWALK	NORWALK	NORWALK	PALOS VERDES ESTATES	PASADENA	PASADENA	PASADENA	REDONDO BEACH

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LEAD	PROJECT	AIR	RTE	DESCRIPTION PROG START	RT Project
AGENCY	Q	BASIN		YEAR -END	D Status
METROPOLITAN TRANSPORTATION AUTHORITY	LA0C56	SCAB	0	ACE/GATEWAY CITIES-CONSTRUCT GRADE SEPARATION AT 02/03 02-06 VALLEY VIEW AVENUE IN SANTA FE SPRINGS (PART OF 03/04 ALAMEDA CORRIDOR EAST PROJECT)	06 Project ongoing
METROPOLITAN TRANSPORTATION AUTHORITY	LA0C57	SCAB	0	ACE/GATEWAY CITIES-CONSTRUCT GRADE SEPARATION AT 02/03 02-06 PASSONS BLVD IN PICO RIVERA (AND MODIFY PROFILE OF SERAPIS AVENUE)(PART OF ALAMEDA CORRIDOR EAST PROJECT).	36 Environmental Document/Pre-Design Phase (PAED)
METROPOLITAN TRANSPORTATION AUTHORITY	LA974367	SCAB	0	ALAMEDA CORRIDOR EAST – GATEWAY TO AMERICA; RAIL 02/03 00-06 ROAD OVERCROSS SAFETY REALIGNMENT ALONG SO. 03/04 PACIFIC & UNION PACIFIC RR (SGVCOG)	36 Right of Way Acquisition
METROPOLITAN TRANSPORTATION AUTHORITY	LA974423	SCAB	0	ALAMEDA CORRIDOR EAST – GATEWAY TO AMERICA 02/03 98-03 (SGVCOG) IMPLEMENTATION OF TRAFFIC CONTROL MEASURES TO MODIFY OPERATION OF TRAFFIC SIGNALS AT GRADE CROSSINGS (TEA21-#198)	98-03 Construction/Project Implementation begins
METROPOLITAN TRANSPORTATION AUTHORITY	LA990353	SCAB	0	ALAMEDA CORRIDOR EAST - NOGALES ST GRADE SEP (T21- 02/03 01-06 491, SGVCG)	36 Construction/Project Implementation begins
METROPOLITAN TRANSPORTATION AUTHORITY	LA990354	SCAB	0	ALAMEDA CORRIDOR EAST (SGCG) (T21-1017) RAILROAD 02/03 00-06 CROSSING IMPROVEMENT 03/04	36 Project complete
METROPOLITAN TRANSPORTATION AUTHORITY	LA990355	SCAB	0	ALMEDA CORRIDOR EAST - SYNCHRONIZE & TRAFFIC LIGHTS 02/03 98-06 UPGRADE (T21-1138)	36 Construction/Project Implementation begins
METROPOLITAN TRANSPORTATION AUTHORITY	LA990359	SCAB	0	ALAMEDA CORRIDOR-EAST GRADE SEP (T21-1533) 02/03 00-03	 Environmental Document/Pre-Design Phase (PAED)
SANTA CLARITA	LA0B7335	SCAB	0	SANTA CLARA RIVER REGIONAL TRAIL-DESIGNING OF 7 MILES 02/03 00-05 OF CLASS I BIKE/PED PATH ALONG THE NORTH SIDE OF THE RIVER FROM I-5 ON THE WEST TO DISCOVERY PARK ON THE EAST	05 Environmental Document/Pre-Design Phase (PAED)
SANTA CLARITA	LA0C8156	SCAB	0	SANTA CLARITA REGIONAL COMMUTER TRAIL – 1-5 TO 03/04 03-06 FAIRWAYS DRIVE; CONSTRUCTION AND SOME ACQUISITION OF 1.0 MILES OF CLASS I BIKE PATH AND A BRIDGE RESTORATION ADJACENT TO SANTA CLARA.	D6 MTA 2001 Call funds are programmed for FY 04/05. Est. Completion date June 2006
SANTA CLARITA	LA0B7020	SCAB	0 A	0 ADDITIONAL (150) PARKING AT NEWHALL METROLINK STATION- 02/03 01-03 CONSTRUCT ADEQUATE PARKING AT THE NEWHALL METROLINK STATION, INCLUDE PARK & RIDE, KISS & RIDE AND DISABLED-ACCESS SPACES	33 ROW Acquisition
SANTA CLARITA	LA0C09	SCAB	0	TRANSIT CENTER PASSENGER AMENITIES 02/03 01-03	33 Project complete
SANTA CLARITA	LA0C8371	SCAB	0	SANTA CLARITA TRANSIT EXPANSION BUSES; WILL ALLOW 02/03 02-08 PHASE 1 OF 5 YEAR MASTER PLAN TO BE IMPLEMENTED WITH SEVEN LOCAL BUSES AND FOUR COMMUTER BUSES.	08 Commuter Buses to procure in FY04 and local buses to procure in FY05.

LEAD	PROJECT	AIR	RTE	DESCRIPTION PROG START Project	
AGENCY	<u>Q</u>	BASIN		YEAR -END Status	
SANTA CLARITA	LA973024	SCAB	0	IMPROVE PEDESTRIAN ACCESS TO TRNSIT STOPS, 02/03 01-03 Project complete INSTALLING CROSSWALKS, SIDE- WALKS, AND PEDESTRIAN- ACTUATED TRAFFIC SIGNALS.@ 17 TRANSIT STOPS VARIOUS LOCATIONS, PROJECT EXEMPT	
SANTA MONICA	LA030001	SCAB	0	CALIFORNIA INCLINE SIDEHILL VIADUCT BR 53C0543 ADD, 02/03 00-03 Project in environmental review INCLUDED INSTATE IN STATE HBRR PROGRAM (0.3 MILE, 1-S, 1-N) SIDEWALK/BIKEWAY WIDENING & SEISMIC	ntal review
SANTA MONICA	LA0B7267	SCAB	0	CROSSWAY ENHANCEMENTS ALONG TRANSIT CORRIDOR- 02/03 01-02 Construction/Project Implementation begins ENHANCEMENTS DESIGNED TO IMPROVE PEDESTRIAN ACCESS TO EXISTING AND PLANNED TRANSIT FACILITIES ALONG SANTA	Implementation begins
SANTA MONICA	LA960192	SCAB	0	THROUGHOUT THE CITY OF SANTA MONICA VARIOUS BIKE 02/03 96-00 Project complete RACKS AND LOCKERS	
SANTA MONICA	, LA57101	SCAB	0	BUS FACILITY IMPROVEMENTS 02/03 02-05 Phase 1 almost complete; Phase 2 in design 03/04 review	plete; Phase 2 in design
SANTA MONICA	LA57108	SCAB	0	BUS STOP AMENITIES 02/03 01-03 Project complete	
SANTA MONICA	LA990726	SCAB	0	BIKE RACKS (CFP/6089) 02/03 00-06 Ongoing	***************************************
SCAG	LA996082	SCAB	0	WEB ACCESS VANPOOL INFO SYS DEV & IMPLMENT DATABSE 02/03 99-02 Project ongoing FOR VANPOOLS, VACANCIES	Objected and the second construction of the seco
SCAG	LA996083	SCAB	0	COMMUTER CHANNEL NON-MONETARY SUBSCRIPTION SRVCE 02/03 99-02 Project ongoing	***************************************
SIERRA MADRE		SCAB	0	EXPANSION OF SIERRA MADRE BUS ROUTE. PURCHASE OF 3 02/03 01-07 First Vehicle/Equipment Delivered CNG VANS TO EXPAND SIERRA MADRE ROUNDABOUT SYSTEM.	ent Delivered
SOUTH PASADENA	LA087271	SCAB	0	BLUE LINE PEDESTRIAN LINKAGE AND SAFETY 02/03 00-03 Project complete IMPROVEMENTS-INCLUDE SIGNAGE, UPGRADES CROSSWALKS, PEDESTRIAN LIGHTING, ENHANCED SIDEWALK AROUND THE STATION IN THE AREA MISSION ST STATION	
SOUTHERN CALIF REGIONAL RAIL AUTHORITY	LA0C8315	SCAB	0	ELECTRIC BIKE AND SCOOTER DEMONSTRATION PROJECT. 02/03 01-05 Project ongoing PURCHASE OF ELECTRIC BIKES AND SCOOTERS AS A TEST 03/04 FOR FEASIBILITY AS SUBSTITUTES FOR SHORT COMMUTE TRIPS TO PARK AND RIDE LOTS.	
SOUTHERN CALIF REGIONAL RAIL AUTHORITY	LA0B7009	VAR	0	ANTELOPE VALLEY LINE IMPROVEMENTS- INCREASE 02/03 01-03 Project ongoing CAPACITY AND REDUCE TRAVEL TIME ON THIS COMMUTER RAIL AND FREIGHT SERVICE LINE BETWEEN LANCASTER AND LOS ANGELES	
SOUTHERN CALIF REGIONAL RAIL AUTHORITY	LA29204	SCAB	0	LA-SAN BERNARDINO CR (SF UNION STATION-SAN 02/03 00-02 Project ongoing BERNARDINO) CAPACITY IMPROVEMENTS	ADDING THE PERSON NAMED AND AD

	DESCRIPTION PROG START Project	-END Status	99-03 First Vehicle/Equipment Delivered	01-03 Project complete	01-03 Project complete	01-03 Project complete	01-03 Project complete	02-03 · Project complete	02-03 Project complete	02 Project complete	02-03 Project complete	02-03 · Project complete
	PROG	YEAR	02/03	02/03	05/03	02/03	02/03	02/03	02/03	02/03	02/03	02/03
In the First Two Years of the 2002 RTIP (02/03 – 03/04)			0 PURCHASE METROLINK CARS & LOCOMOTIVES	0 WORK TRAINING PROGRAMS, INC. VEHICLE EXPANSION - TWO 5 PASSENGER VEHICLES.	0 WHITTIER TRANSIT. EXPANSION VEHICLE - ONE 17 PASSENGER MEDIUM BUS.	0 KOREAN HEALTH EDUCATION INFORMATION AND RESEARCH CENTER. EXPANSION VEHICLES - THREE 10 PASSENGER SMALL BUSES.	0 VILLA ESPERANZA. EXPANSION VEHICLE - ONE 17 PASSENGER MEDIUM BUS.	0 HEALTHVIEW - EXPANSION VEHICLE - (1) 17-PASSENGER MEDIUM BUS	0 KOREAN HEALTH EDUCATION INFORMATION (KHEIR) - EXPANSION VEHICLES - (3) 10-PASSENGER SMALL BUSES.	0 PROTOTYPES - EXPANSION VEHICLES - (2) 10-PASSENGER SMALL BUSES.	0 ULTRALIFE ADULT DAY HEALTH CARE- EXPANSION VEHICLE - (1) 10-PASSENGER SMALL BUS.	0 ULTRALIFE ADULT DAY HEALTH CARE - EXPANSION VEHICLES - (2) 5-PASSENGER MINIVANS.
tified	R RTE	7	9	m	<u>м</u>	8	о В	В	ω	<u>.</u>	<u> </u>	<u>.</u>
ts Iden	AIR	BASIN	SCAB	SCAB	SCAB	SCAB	SCAB	SCAB	SCAB	SCAB	SCAB	SCAB
CM Project	PROJECT	Ω .	LA963758	LA0B853	LA0B854	LA0B860	LA0B863	LA0C23	LA0C25	LA0C27	LA0C30	LA0C31
LOS ANGELES COUNTY - TCM Projects Identified	LEAD	AGENCY	SOUTHERN CALIF REGIONAL RAIL AUTHORITY	VARIOUS AGENCIES	VARIOUS AGENCIES	VARIOUS AGENCIES	VARIOUS AGENCIES	VARIOUS AGENCIES	VARIOUS AGENCIES	VARIOUS AGENCIES	VARIOUS AGENCIES	VARIOUS AGENCIES

FINAL RTP • TECHNICAL APPENDIX

02-03 Project complete

02/03

WHITE MEMORIAL MEDICAL CENTER - EXPANSION VEHICLES - (5) 10-PASSENGER SMALL BUSES.

0

SCAB

LA0C33

VARIOUS AGENCIES

0

SCAB

LA0C34

VARIOUS AGENCIES

WHITE MEMORIAL MEDICAL CENTER - EXPANSION VEHICLE - (1) 5-PASSENGER MINIVAN.

WHITE MEMORIAL MEDICAL CENTER - EXPANSION VEHICLE - (1) 17-PASSENGER MEDIUM BUS.

0

SCAB

LA0C35

VARIOUS AGENCIES

SCAB

LA973039

VARIOUS AGENCIES

02-03 Project complete

02/03

02-03 Project complete

02/03

Project complete

00-05

0 ACCESS SERVICES INC. FLEET EXPANSION VEHICLES 46 MINI - 02/03 - VANS

SANTA CLARITA VALLEY COMMITTEE ON AGING - EXPANSION VEHICLES - (2) 17 PASSENGER SMALL BUSES

0

SCAB

LA990740

VARIOUS AGENCIES

0

SCAB

LA990744

VARIOUS AGENCIES

KOREAN HEALTH, EDUCATION, INFO & RESEARCH CENTER (KHEIR)- EXPANSION THREE (3) 17-PASSENGER SMALL BUSES.

FOUNDATION FOR THE JUNIOR BLIND VEHICLE EXPANSION (2) 8 PSGR VANS

0

SCAB

LA990748

VARIOUS AGENCIES

Project complete

02-03

02/03

Project complete

00-03

02/03

00-03 Project complete

02/03

	START Project	-END Status	01-03 Project complete	00-03 Project complete	00-06 Project complete	00-03 Project complete	00-03 Engineering/Plans, Specifications and Estimates (PS&E)	00-04 Engineering/Plans, Specifications and Estimates (PS&E)
In the First Two Years of the 2002 RTIP (02/03 – 03/04)	(TE DESCRIPTION PROG START Project	YEAR	0 EASTER SEAL SOUTHERN CALIFORNIA VEHICLE EXPANSION 02/03 01-03 Project complete (2) 22 PSGR BUSES	0 DOWNEY COMMUNITY HOSPITAL - VEHICLE EXPANSION (1) 22 02/03 PSGR BUSES	0 DOWNEY COMMUNITY HOSPITAL - VEHICLE EXPANSION (6) 8 02/03 PSGR VANS	0 CITY OF COMPTON - VEHICLE EXPANSION (3) 17 PSGR BUSES 02/03 WITH MOBILE RADIOS	0 LINDERO CANYON ROAD FROM AGOURA RD TO JANLOR DR 02/03 CONSTRUCT BIKE PATH, RESTRIPE STREET, INTERSECTION WIDENING, SIGNAL COORDINATION, RAMP WIDENING (TEA21-#65)	0 WHITTIER GREENWAY TRAIL-ACQUISITION, DESIGN, AND 02/03 CONSTRUCT OF 2 MILES CLASS I BIKE/PED PATH ON AN ABANDONED RAIL ROW FROM NORWALK TO FIVE POINTS
Identifie	AIR RTE	ID BASIN	SCAB	SCAB	SCAB	SCAB	SCAB	SCAB
CM Projects	LEAD PROJECT	9	LA990749	LA990750	LA990751	LA990753	LA960142	WHITTIER LA0B7322
LOS ANGELES COUNTY - TCM Projects Identified In the Fir	LEAD	AGENCY	VARIOUS AGENCIES LA990749 SCAB	VARIOUS AGENCIES LA990750	VARIOUS AGENCIES LA990751	VARIOUS AGENCIES LA990753	WESTLAKE VILLAGE LA960142	WHITTIER LA0B7322 SCAB

IP (02/03 – 03/04)	START Project	-END Status	99-04 Project in design phase; ROW to begin 1-04.	02-03 Buses have been purchased; put into service 6/28/01; support equipment in construction phase.	02-06 Project in design phase; Construction to begin 03-04.	03-07 Project in design and construction (design- build).	95-03 Project in construction, estimate completion date July 2005.	98-02 Project in construction, estimate completion date December 2004.	98-03 Project awarded June 2003. Estimate completion September 2005.	00-02 Project in construction, estimate completion date November 2004.	00-08 Construction will not start until August 2004. Estimate completion December 2008.	02-04 Project in design phase; ROW estimated to be complete in next 4 months.	99-04 Engineering complete. ROW/Construction to commence FY03/04 (design build).	99-03 Project complete.	95-03 Project complete
)02 RT	PROG	YEAR	02/03	02/03	02/03	02/03 03/04	02/03	02/03 03/04	02/03	02/03	02/03 03/04	02/03	02/03 03/04	02/03	02/03
on of TCM Projects Identified In the First Two Years of the 2002 RTIP (02/03 – 03/04)	DESCRIPTION		GENE AUTRY WAY WEST@ I-5 (I-5 HOV TRANSITWAY TO HASTER) ADD OVERCROSSING ON I-5 (S)/MANCHESTER AND EXTEND GENE AUTRY WAY WEST FROM I-5 TO HARBOR.	PURCHASE (10) 22 FOOT ELECTRIC BUSES FOR ANAHEIM RESORT AREA	COMMUTER RAIL STATION (DALE STREET AND MALVERN) IN BUENA PARK. CONSTRUCT NEW RAIL STATION. 308 PARKING SPACES.	ON SR-22 (I-405 TO SR55) ADD 2 HOV LANES/1 EA DIR (FRM 0 - 2); & 2 AUX LANES/1 EA DIR (FRM 0-2) (I-5 TO BEACH) & OPERATING IMPROVMENTS (SEE COMMENTS)	BIRCH TO I-405 WIDENING; ADD (1) MIXED FLOW LANE IN NB DIR; NB AUX LANE; SOUNDWALLS; AND (1) HOV LANE (2010) IN EACH DIR. NEAR SR55 INTERCHANGE (98 STIP)	(RTE SR-22 TO RTE SR-91) IN CITY OF ORANGE_WIDEN EXIST 8-LN FWY INCL. 2 STND HOV LNS ADD 2 MIXED FLOW LANES AND_AUX LNS; OC @ LAVETA, MEATS & KATELLA (98 STIP PROJECT)	I-405 TO LA CO LINE ADD ONE HOV LANE IN EACH DIRECTION. THIS PROJECT WILL COMPLETE THE I-605 INTERCOUNTY GAP IN THE HOV SYSTEM IN SO. CALIF. (ITIP PROJECT)	405/55 INTERCHANGE SOUTH TRANSITWAY MOS1_EXISTING 4 MIXED 1 HOV_ON SR55 AND I-405 EXIST IS 5 MF AND 1 HOV ADD HOV DIRECT TRANSITWAY FROM SR55 TO I-405	I-5 FROM SR-91 TO LA COUNTY LINE IN BUENA PARK - ADD 1 MIXED FLOW LN AND 1 HOV LN IN EACH DIRECTION. FROM 6 - 0 TO 8 - 2 LANES.	FULLERTON TRAIN STATION - PARKING STRUCTURE, PHASE I AND II. TOTAL OF 670 SPACES.	RECONSTRUCT HARBOR BLVD INTERCHANGE. 4 LANES EACH DIRECTION. (1/4 MILE BEFORE AND AFTER SR-22 RAMPS) 2 HOV LNES(1 E/8 & 1 W/8) AND PROPOSED SR-22 HOV LANES.	IRVINE AMTRAK STATION BUILD PEDESTRIAN OVERCROSSING AND LANDSCAPING	MISSION VIEJO/LAGUNA NIGUEL STATION LOS ANGELES/SAN DIEGO CORRIDOR
entatio	RTE	1	5	0	0	22	73	55	605	405	ဍ	0	22	0	0
molem	<u>a</u>	BASIN	SCAB	SCAB	SCAB	SCAB	SCAB	SCAB	SCAB	SCAB	SCAB	SCAB	SCAB	SCAB	SCAB
ORANGE COUNTY - Report On Timely Implementation of T	TOSI DAG UVS I	9	ANAHEIM ORA000100	ANAHEIM ORA010202	BUENA PARK ORA55286	CALTRANS ORA000195	CALTRANS ORA55073	CALTRANS 1332	CALTRANS 5242	CALTRANS 6951	CALTRANS 10167	FULLERTON ORA020113	GARDEN GROVE ORA981104	IRVINE ORA990802	LAGUNA NIGUEL ORA9530

ORANGE COUNTY – Report On Timely Implementation of TCM	/ Implem	entatio	on of TCM Projects Identified In the First Two Years of the 2002 RTIP (02/03 – 03/04)	
LEAD PROJECT	AIR	RTE	DESCRIPTION PROG START Project	
AGENCY ID	BASIN		YEAR -END Status	
MISSION VIEJO ORA990902	SCAB	0	MISSION VIEJO (CITYWIDE) REMOTE TMC AND 02/03 99-03 Project in Engineering phase. TRAVLER/PUBLIC INFO ACCESS CENTER. PROVIDES TRAFFIC INFO TO PUBLIC LIBRARIES. EST COMM INTERTIE BETWEEN CITY AND CALTRANS	•
ORANGE COUNTY TRANS ORA000104 AUTHORITY (OCTA)	SCAB	0	TRANSITWAY IMPROVEMENTS AT IRVINE TRANSPORTATION 02/03 01-04 Project in Engineering phase; Construction CENTER; BUILD 900 SPACE PARKING STRUCTURE, INCLUDING estimated to begin Fall 2004. ENVIRONMENTAL, DESIGN AND CONSTRUCTION.	; Construction
ORANGE COUNTY TRANS ORA020105 AUTHORITY (OCTA)	SCAB	0	HYBRID ELECTRIC URBAN 40 FT BUSES (10) EXPANSION 02/03 02-04 Project is being implemented in phases	I in phases.
ORANGE COUNTY TRANS ORA020107 AUTHORITY (OCTA)	SCAB	0	60 FT ARTICULATED BUSES (20) 02/03 02-04 Project ongoing	***************************************
ORANGE COUNTY TRANS ORA194 AUTHORITY (OCTA)	SCAB	0	CENTRAL ORANGE COUNTY FIXED GUIDEWY (CENTERLINE) 02/03 02-10 Project in Engineering Phase - FOR CONSTRUCTION FROM IRVINE TRANSPORTATION 03/04 be completed December 2003. CENTER TO SANTA ANA TRANSPORTATION CENTER.	e - this phase to 33.
ORANGE COUNTY TRANS ORA65002 AUTHORITY (OCTA)	SCAB	0	RIDESHARE SERVICES RIDEGUIDE, DATABASE, CUSTOMER 02/03 02-05 Project is in Construction phase; this is on INFO, AND MARKETING. (ORANGE COUNTY PORTION). 03/04 ongoing project over the course of the programmed funding.	ase; this is on rse of the
ORANGE COUNTY TRANSIT ORA020119 DISTRICT (OCTD)	SCAB	0	PURCHASE PARATRANSIT VEHICLES EXPANSION (11) 03/04 02-07 Project at the RFP stage	
ORANGE, CITY OF ORA990443	SCAB	22	SR-22 AND CITY DRIVE INTERCHANGE IMPROVEMENTS. 02/03 02-04 Project in Engineering phase; RECONFIGURE FREEWAY INTERCHANGE AT SR-22 FROM SR- 03/04 ROW/Construction to commence FY03/04 57 TO LEWIS STREET FROM 6/0 TO 6/2 LANES (ADDING 2 HOV LANES)	;; ence FY03/04
ORANGE, CITY OF ORA990452	SCAB	0	0 TUSTIN BRANCH RAIL TRAIL (SANTA ANA RIVER TO FAIRHAVEN 02/03 00-03 Project in Engineering phase. ST) CONVERT RAILS TO BIKE TRAIL THROUGH VILLA PARK AND ORANGE. CONNECTS 9 MILE TRAIL.	
TCA 10254	SCAB		73 SJHC, 15 MI TOLL RD BETWEEN I-5 IN SAN JUAN CAPISTRANO & 02/03 01-15 Project is being implemented in phases. RTE 73 IN IRVINE, EXISTING 3/M/F EA.DIR.1 ADD'L M/F EA DIR, PLUS CLIMBING & AUX LNS AS REQ, BY 2015 PER SCAG/TCA MOU 4/5/01	in phases. e I completed.
TCA ORA050	SCAB	241	(FTC-S) (I-5 TO OSO PKWY) (15MI) 2 MF EA. DIR BY 2006; AND 2 02/03 01-15 Project in Environmental review stage ADDITIONAL M/F EA. DIR. PLS CLMBNG & AUS LANES AS REQ 03/04 Preliminary design has commenced. BY 2015 PER SCAG/TCA MOU 4/05/01.	iew stage. ne nced.
TCA ORA051	SCAB	241	(FTC-N) (OSO PKWY TO ETC) (13MI) EXISTING 2 MF IN EA. DIR; 02/03 01-15 Project is being implemented in phases. 3 MF EA. DIR BY 2010; 4 MF EA. DIR BY 2015, PLS CLMBNG & 03/04 lanes (partial) under design.	d in phases. 3 NB, SB MF

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PROG START Project YEAR -END Status	01-15 Project is being implemented in phases. 241/261 interchange improvements under construction. SR133 widening design complete.	00-09 Projects are started either in Eng or construction phase.	33 00-05 Project is in Engineering phase.
PROG	02/03		02/03
DESCRIPTION PROG START Project YEAR -END Status	RTE 241/261/133) (RTE 91TO I-5/JAMBOREE) EXISTING 2 DIR, 2 ADD'L M/F IN EA. DIR, PLUS CLIMB AND AUX LNS AS REQ, BY 2015 PER SCAG/TCA MOU 4/05/01.		BA LINDA, CONSTRUCT COMMUTER RAIL STATION AND ND RIDE (347 SPACES) NEAR ESPERANZA RD AND NEW RIVER ST
RTE	241	0	0
CT AIR RTE	SCAB	SCAB	SCAB
LEAD PROJECT	ORA052	ORA990906	ORA981103
LEAD	TCA	VARIOUS AGENCIES ORA990906 SCAB 0 L	YORBA LINDA ORA981103 SCAB 0 IN YOR PARK AI

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	PROJECT		RTE DESCRIPTION		START	START Project
AGENCY	₽	BASIN		YEAK	Ė	Status
CALTRANS	0121D	SCAB	215 ON I-215/SR91/SR60, RIV I215 COR IMPROV PROJ - FROM 60/91/215 JCT TO 60/215 SPLIT - WIDEN 6 TO 8 LNS, INCLUDING MAINLINE/IC IMPROVS, ADD HOV, AUX, & SB TRUCK CLIMB LN (EA: 3348U1)	M 02/03 4G LN	02-07	Construction will begin January 2004. Estimated construction completion is December 2007.
CALTRANS	354801	SCAB	60 JCT RTE 15 TO VALLEY WAY - ADD 1 HOV LN AND 1 M/F LN IN EA. DIR. INCLUDING OPERATIONAL STRIPING (IN SBD CNTY 9.05 - 9.95 & AT THE EAST END) ALSO WIDEN 5 UC'S & 1 OH	IN 02/03 T≺ DH	02-06	Project ready to list. Estimated construction completion is May 2007.
CORONA RIV	RIV010227	SCAB	0 CORONA AUTOMATED TRAFFIC MANAGEMENT SYSTEM (ATMS)	IS) 02/03 03/04	02-05	Proceeding with construction. Estimated construction completion is June 2004.
CORONA RIV	RIV010511	SCAB	0 CITY OF CORONA – PURCHASE 3 EXPANSION VEHICLES – RED LINE FIXED ROUTE	ED 02/03 TE	02-03	Project pending ridership survey in 04-05 Program Year.
HEMET RIV	RIV990708	SCAB	0 CONSTRUCT TRANSPORTATION/ TRANSIT CENTER/PARK-N-RIDE LOT ON CORNER OF HARVARD AND LATHAM AVE, APP	-N- 02/03 PP ES	02-03	Proceeding with construction. Estimated construction completion is June 2004.
RIVERSIDE CITY	RIV0084	SCAB	91 AT VAN BUREN ST IC RECONSTRUCT RAMPS (INCLDS HOV RAMPS), WIDEN OC ON VAN BUREN FROM 4 TO 6 LN & ADD AUX LANES; ADD NEW EB ONRAMP W/ENTRANCE @ INDIANA	OV 02/03 OD VA	01-04	Environmental phase schedule for completion in June 2004.
RIVERSIDE CITY RIV	RIV020605	SCAB	0 IN WESTERN RIVERSIDE COUNTY FOR THE CITY OF RIVERSIDE SPECIAL SERVICES – PURCHASE 2 EXPANSION 25' TWELVE PASSENGER DIAL-A-RIDE VEHICLES	DE 02/03 VE ES	02-04	Vehicles received and placed in service in July 2003.
RIVERSIDE COUNTY TRANS RIV COMMISSION (RCTC)	RIV010908	SCAB	0 IN WESTERN RIVERSIDE COUNTY FOR EXCEED, A DIVISION OF VALLEY RESOURCE CENTER – PURCHASE 6 EXPANSION MINIVANS AND 6 RADIOS – SECTION 5310 FY 2001/02 CYCLE	OF 02/03 ON LE	02-03	Vehicles expected to be purchased by June 2004.
RIVERSIDE COUNTY TRANS RIV COMMISSION (RCTC)	RIV011243	SCAB	0 METROLINK-SAN BERNARDINO SUBDIVISION TIER 11 CONSTRUCT NEW STATION AT 3360 VAN BUREN BLVD IN RIVERSIDE (PARKING 550 SPACES)	11 IN SS)	01-03	Project was rescoped to expand parking at existing Riverside and La Sierra Metrolink stations to accommodate 550 parking spaces.
RIVERSIDE COUNTY TRANS R COMMISSION (RCTC)	RIV52008	SCAB	0 IN RIVERSIDE COUNTY CONSTRUCT PASSENGER OVERCROSSINGS AND SECURITY ENHANCEMENTS @ WEST CORONA, LA SIERRA, AND PEDLEY METROLINK/ PARK-N-RIDE STATIONS	ER 02/03 ST DE NS	02-03	Overcrossings at West Corona and La Sierra stations were completed February 2001. Security Enhancements completed October 2003.
RIVERSIDE COUNTY TRANS RIV COMMISSION (RCTC)	RIV520111	SCAB	0 REGIONAL RIDESHARE	RE 02/03 03/04	02-05	Ongoing program fo r impleme ntation of rideshare activities. FY 02/03 funds have been expended.
RIVERSIDE COUNTY TRANS R COMMISSION (RCTC)	RIV62044	SCAB	0 PEDLEY PLATFORM EXTENSION	ON 02/03	98-02	Project complete
RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	S9000	SCAB	0 METROLINK – SAN BERNARDINO SUBDIVISION TIER II NEW STATIONS AT MAIN ST IN CORONA	:W 02/03 NA	01-03	Project complete

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LEAD	LEAD PROJECT	AIR RTE	RTE	DESCRIPTION PROG START Project	
AGENCY	<u>0</u>	ID BASIN		YEAR -END Status	
RIVERSIDE COUNTY TRANS COMMISSION (RCTC)	46360	SCAB	46360 SCAB 60 IN RIV	RIVERSIDE AND MORENO VALLEY ON SR60 FROM RT 215 TO 02/03 01-06 Construction to begin January 2004. REDLANDS BLVD ADD 2 HOV LANES	uary 2004.
RIVERSIDE TRANSIT AGENCY RIV000605 SCAB	RIV000605	SCAB	0	DEBT FINANCING FOR 57 TRANSIT COACHES, 25 02/03 02-06 Paid Bank of New York on September REPLACEMENT, 32 EXPANSION 16, 2003.	ո September
RIVERSIDE TRANSIT AGENCY RIV020601	RIV020601	SCAB	0	IN WESTERN RIVERSIDE COUNTY PURCHASE TEN 30 02/03 02-04 Project complete . EXPANSION ALT FUEL BUSES IN FY 02/03.	
RIVERSIDE TRANSIT AGENCY RIV32666 SCAB	RIV32666	SCAB	0	IN WESTERN RIVERSIDE COUNTY PURCHASE 25 DAR VANS 02/03 02-04 Buses will be purchased in June 2004. EXPANSION (20 IN 02/03 AND 5 IN 03/04) 03/04	n June 2004.
SOUTHERN CALIF REGIONAL RIV010214 SCAB RAIL AUTHORITY	RIV010214	SCAB	0	PURCHASE/REHAB ROLLING STOCK – RIVERSIDE COUNTY 02/03 02-05 Purchase complete in December 2003. SHARE (13 CARS IN FY02/03 AND 18 CARS IN FY 03/04) 03/04	sember 2003.
SOUTHERN CALIF REGIONAL RIV011242 RAIL AUTHORITY	RIV011242	SCAB	O	PURCHASE EXPANSION ROLLING STOCK (2 CAB CARS AND 3 02/03 02-04 Project ongoing. The Final Step-Two IFB LOCOMOTIVES) FOR METROLINK IEOC AND for Sealed Bids will be issued in May RIVERSIDE/FULLERTON/LA LINES (EA: RIVFUL, PPNO: 0079E) 3uly 2004 with a Notice of Award scheduled in July 2004.	al Step-Two IFB ued in May ird scheduled in

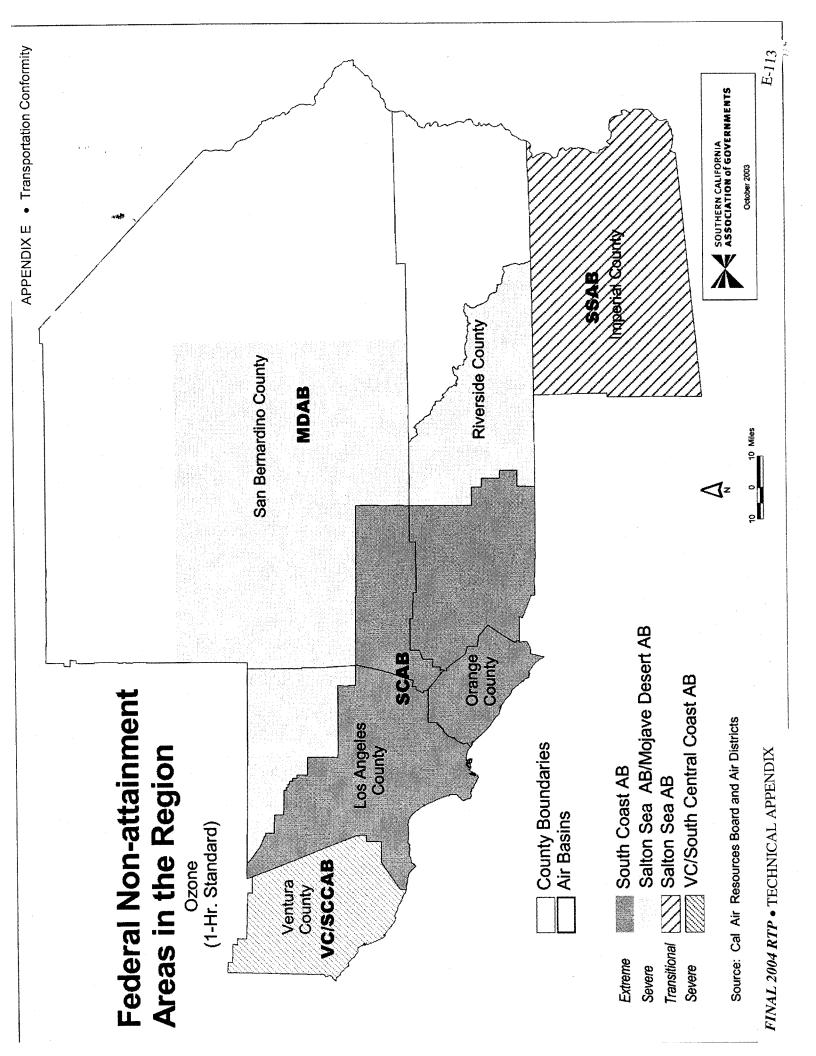
of the 2002 RTIP (02/03 – 03/04)	OG START TCM Project	AR -END Status	03 00-05 Project is currently under preliminary 64 engineering stage and design-environmental 65 has to re-evaluated. Project under way. 66 Funds have been obligated for FY 2002/03	03 00-02 Project complete	03 02 Project complete	03 02 Project complete	03 00-02 Project complete	03 02-03 Under construction	03 02-03 Project ongoing	03 00-01 Project complete	03 02-03 Monies for 01 grant completed-ongoing purchase – have one more to purchase for 2003 FY	03 02 Project complete	05 04-05 Project complete	03 02 Project complete	03 02-03 Project complete
Years	N PRC	YEAR	M 02/03 ID 03/04 FS	ST 02/03 1)	3A 02/03 3V 2)	ON 02/03 (2 3)	/O 02/03 ES :4)	AL 02/03 FH G)	ET 02/03 DE 1G,	ND 02/03	ES 02/03 FR' IS))1- 02/03 4)	IG 04/05 ER	R- 02/03	AN 02/03
SAN BERNARDINO COUNTY – Report On Timely Implementation of TCM Projects Identified In the First Two Years of the 2002 RTIP (02/03 – 03/04)	RTE DESCRIPTION PROG		215 I-215 CORRIDOR NORTH - IN SAN BERNARDINO, ON I-215 FROM RTE 10 TO RTE 30- ADD 2 HOV LANES 1 LANE IN EA. DIR. AND OPERATIONAL IMPROVEMENTS	30 IN UPLAND, LA/SBD CO LINE TO MOUNTAIN AVE. CONSTRUCT 6 LANE FREEWAY & 2 HOV LANES (SEGMENT 1)	30 IN UPLAND, MOUNTAIN AVE. TO 0.1 MILE W/O CUCAMONGA CANNYON WASH CONSTRUCT 6 LANE FREEWAY & 2 HOV LANES & CAMPUS AVE. UC (SEGMENT 2)	30 IN RANCHO CUCAMONGA, 0.1 MILE W/O CUCAMONGA CANYON WASH TO HERMOSA AV CONSTRUCT 6 LANE FREEWAY & 2 HOV LANES (SEGMENT 3)	30 IN RANCHO CUCAMONGA, HERMOSA AVE TO 0.6 KM E/O MILLIKEN AVE. CONSTRUCT 6 LANE FREEWAY & 2 HOV LANES (SEGMENT4)	0 CHINO AVENUE/CENTRAL TO 6TH STS. MULTI-MODAL TRANSPORTATION CENTER INCLUDES PARK-N-RIDE LOT WITH 125 SPACES(PHASE 1 FUNDED-PHASE 2 AWAITING FUNDING)	0 ON VALLEY BLVD. IN COLTON TO NORTH TO 10TH STREET CONNECTING TO ABANDONED RR CORRIDOR ON WEST SIDE OF COLTON AVECONSTRUCT CLASS I BIKEWAY, LANDSCAPING AND LIGHTING	0 METROLINK/SAN BERNARDINO LINE CONSTRUCT A SECOND PLATFORM, PASSENGER SHELTERS AND INFORMATION KIOSKS	0 BUS FLEET EXPANSION-PURCHASE 40' EXPANSION COACHES & AUXILLARY EQUIPMENT, CNG 01-9, 03-1 (Note: The 'OTHER' FUNDS ARE CARL MAYER FUNDS)	0 BUS SYSTEM - PURCHASE EXPANSION ALT FUEL BUSES (01-13), (02-14)	0 BUS SYSTEM - PASSENGER FACILITIES: DESIGN AND BUILDING OF ONTARIO TRANSCENTER	0 TRANSIT INTERMODAL FACILITIES - FONTANA TRANSCENTER - EXPAND BUS BAYS, IMPROVE LANDSCAPING, SIGNALS AND PEDESTRIAN AND PASSENGER FACILITIES	0 (1) EXPANSION PARATRANSIT VAN
n Timel	AIR R	BASIN	SCAB	SCAB	SCAB	SCAB	SCAB	SCAB	SCAB	SCAB	SCAB	SCAB	SCAB	SCAB	SCAB
Y - Report O	PROJECT		713	44301	44311	44321	44331	SBD41220	2002164		SBD31088	200077	981118	981119	2002171
AN BERNARDINO COUNT	LEAD	AGENCY	CALTRANS	CALTRANS	CALTRANS	CALTRANS	CALTRANS	OHINO	COLTON	MONTCLAIR SBD990305	OMNITRANS	OMNITRANS	OMNITRANS	OMNITRANS	OMNITRANS

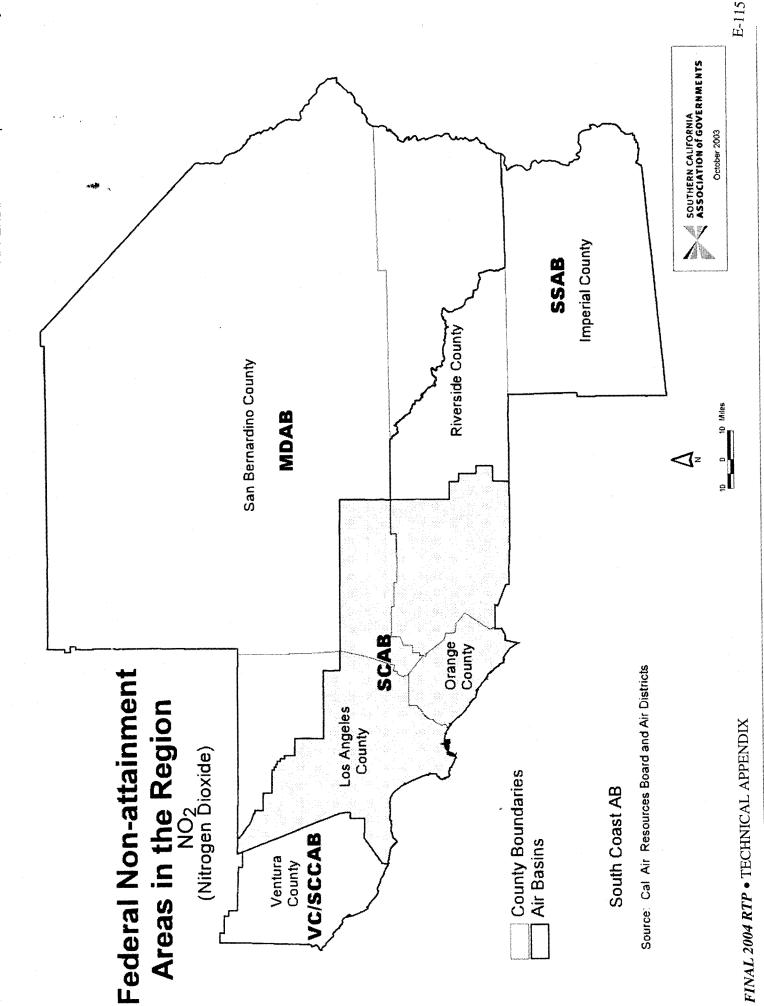
1e 2002 RTIP (02/03 – 03/04)	DESCRIPTION PROG START TCM Project	-END -Status	00-03 Project complete	99-02 Under construction – part of 20620 overall 210 freeway (Seg. 1-7 completed)	00-04 2002/03 FY funds allocated and completed	00-03 Seg. 1 Completed – Seg. 8-11 under construction	00-02 Seg. 1 Completed – Seg. 8-11 under construction	02-07 Monies obligated for this on-going project	01-04 2002/03 Funds obligated	99-03 Project complete
ars of th	PROG	YEAR	02/03	02/03	02/03 03/04	02/03	02/03	03/04	02/03 03/04	02/03
SAN BERNARDINO COUNTY – Report On Timely Implementation of TCM Projects Identified In the First Two Years of the 2002 RTIP (02/03 – 03/04)	DESCRIPTION		0 PEDESTRIAN FACILITY IMPROVEMENTS AT RIALTO METROLINK 02/03 STATION IN BETWEEN ORANGE AND RIVERSIDE AVENUES (IN ALLEY WAY IN BETWEEN METROLINK AND DOWNTOWN BUSINESS DISTRICT	NEAR FONTANA FROM 0.5 MI E OF HEMLOCK TO 0.2 MI E OF SIERRA AVE CONSTRUCT 6-LANE FWY & 2 HOV LANES	VARIOUS LOCATIONS - LUMP SUMS LTF, ARTICLE 3 02/03 BICYCLE/PEDESTRIAN PROJECTS 03/04	RTE 30 FROM LA COUNTY LINE TO MOUNTAIN AV - SEG 1 OF SR 30 HOV 8 LANE FWY	IN SAN BERNARDINO COUNTY FROM MILLIKEN AVE TO 0.4 MI WEST OF EAST AVE CONSTRUCT 8-LN FWY WITH 2 HOV LANES **SEE STIP PPNO #193B, C & S FOR	RIDESHARE ACTIVITIES FOR SOUTH COAST AIR BASIN 03/04	LUMP SUM - TRANSPORTATION ENHANCEMENT ACTIVITIES PROJECTS FOR SAN BERNARDINO COUNTY-BIKE/PED PROJECTS	SAN BERNARDINO LINE CAPACITY IMPROVEMENTS (TRACK 02/03 IMPROVEMENTS)-FREMONT & MARENGO SIDINGS
ely Imp	AIR RTE		0	30	0	30	30	0	0	0
On Tim	AIR	ID BASIN	SCAB	SCAB	SCAB	SCAB	SCAB	SCAB	VAR	SCAB
Y - Report	FAD PROJECT	Ω	RIALTO SBD59203	SBD0194	SANBAG SBD031505	20621	44340	94163	200074	991213
SAN BERNARDINO COUNT	IFAD	AGENCY	RIALTO	SANBAG	SANBAG	SANBAG	SANBAG	SANBAG	SANBAG	SCRAA/LACMTA/SANBAG

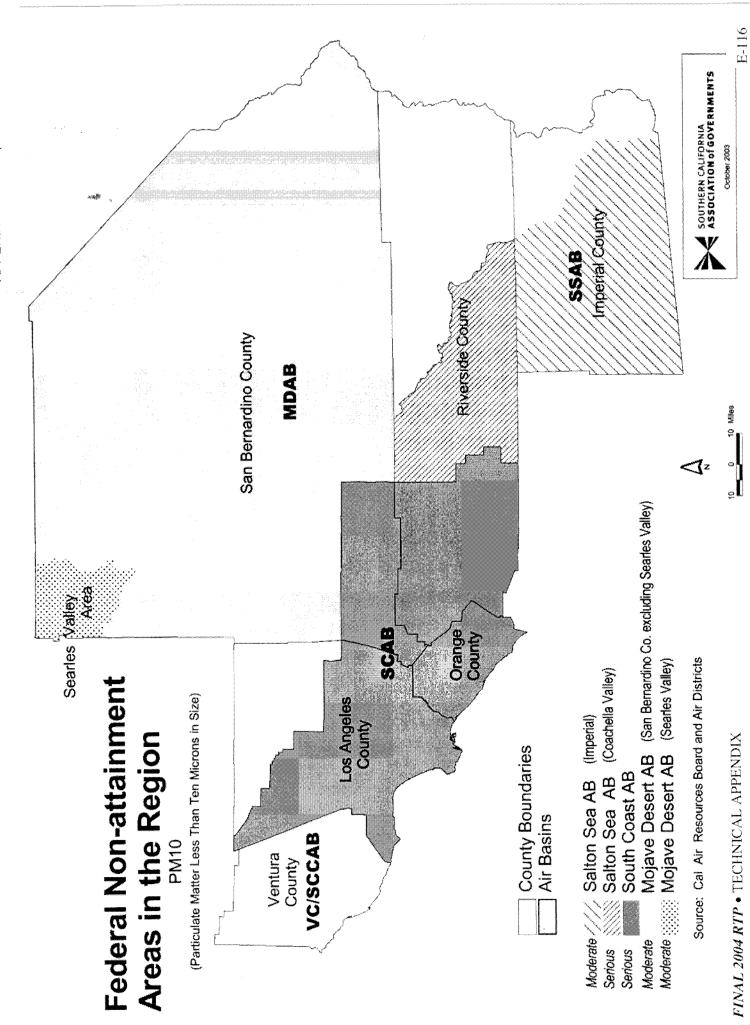
				HARMAN AND PARTY AND AND AND AND AND AND AND AND AND AND			***************************************	***************************************	-				shortly			
/03 – 03/04)	TCM Project	Status	Under design	Under design	Under design	Under design	Under design	Under design	Under design	Under design	03-04 Under design	Project complete	Design to commence shortly	Under design	Under construction	Under construction
TIP (02	START	-END	02-03	02	00-03	02-03	02	03-05	03	99-04	03-04	01-03	00-04	02-04	00-03	01-03
2002 R	PROG	YEAR	02/03	02/03	02/03	02/03	02/03	02/03	02/03	02/03	02/03	02/03	02/03	02/03	02/03	02/03
ion of TCM Projects Identified In the First Two Years of the 2002 RTIP (02/03 – 03/04)	DESCRIPTION		PONDEROSA EXTENSION FROM EARL JOSEPH TO VENTURA BL; AND VENTURA BLVD EXTENSION FROM PONDEROSA TO EAST OF CENTRAL AVENUE CONSTRUCT BIKE LANES	CALLEGUAS BIKE PATH CONSTRUCT CLASS I BIKE PATH FROM MISSION OAKS BOULEVARD TO UPLAND ROAD	IN FILLMORE INTERMODAL TRANSPORTATION CENTER IN DOWNTOWN FILLMORE ON SANTA CLARA AVENUE AT SENIOR CENTER,	IN MOORPARK PEDESTRIAN IMPROVEMENTS ON LOS ANGELES AVE (SR118) WITHIN THE CITY	OJAI VALLEY BIKE TRAIL EXTENSION / FULTON STREET EXTENSION	INTERMODAL TRANSPORTATION CENTER & PARKING HUB IMPROVEMENTS AT SR33/SR150	BICYCLE AND PEDESTRIAN TRAIL ON GRAND AVE. FROM SIGNAL ST. TO GRIDELY RD.	OXNARD TRANSPORTATION CENTER IMPROVEMENTS: ADD BUS ISLAND; PED. & VEHICLE FLOW IMPROVEMENTS; LIGHTING & SECURITY IMPROVEMENTS	OXNARD BOULEVARD 5TH/VINEYARD AND ON 5TH STREET (ROUTE 34) OXNARD BLVD / ROSE AVENUE CONSTRUCT NEW BICYCLE AND PEDESTRIAN FACILITIES	OXNARD HARBOR / BEACHES TRANSIT SERVICE OPERATING ASSISTANCE 3 YEAR DEMO	CALIFORNIA STREET BRIDGE OVER ROUTE 101 PEDESTRIAN ENHANCEMENTS	ROUTE 126 BIKE PATH (CLASS I) PARALLEL TO ROUTE 126 FROM KIMBALL TO HARMON BARRANCA, AND ALONG HARMON BARRANCA FROM 126 TO TELEPHONE ROAD	STANLEY AVENUE FROM VENTURA AVE TO STATE ROUTE 33 CONSTRUCT SIDEWALK AND BICYCLE LANE	0 TWO BUS STATIONS (BIG BUS SHELTERS): ONE AT CORNER OF MILL ST & VENTURA ST; OTHER NEAR K-MART AT FAULKNE ROAD. WILL CONSIST OF SHELTERS AND BENCHES.
mentat	RTE	1	0 8	0 8	3 0	0	9	0	0	0	0 8	0 8	9 0	0	3 0	
y Imple	AIR	BASIN	SCCAB	SCCAB	SCCAE	SCCAB	SCCAB	SCCAB	SCCAB	SCCAB	SCCAB	SCCAB	SCCAB	SCCAE	SCCAB	SCCAB
rt On Time	PROJECT	Q	CAMARILLO VEN990305	CAMARILLO VEN991225	FILLMORE VEN54167 SCCAB	VEN54172	OJAI VEN010203	VEN54163	VEN54164	VEN54165	OXNARD VEN990317	OXNARD VEN990318	VEN990319	VEN990320	VEN990605	VEN000612
VENTURA COUNTY – Report On Timely Implementation of T	LEAD	AGENCY	CAMARILLO	CAMARILLO	FILLMORE	MOORPARK	OJAI	OJAI	OJAI	OXNARD	OXNARD	OXNARD	SAN BUENAVENTURA VEN990319	SAN BUENAVENTURA VEN990320 SCCAB	SAN BUENAVENTURA VEN990605	SANTA PAULA VEN000612

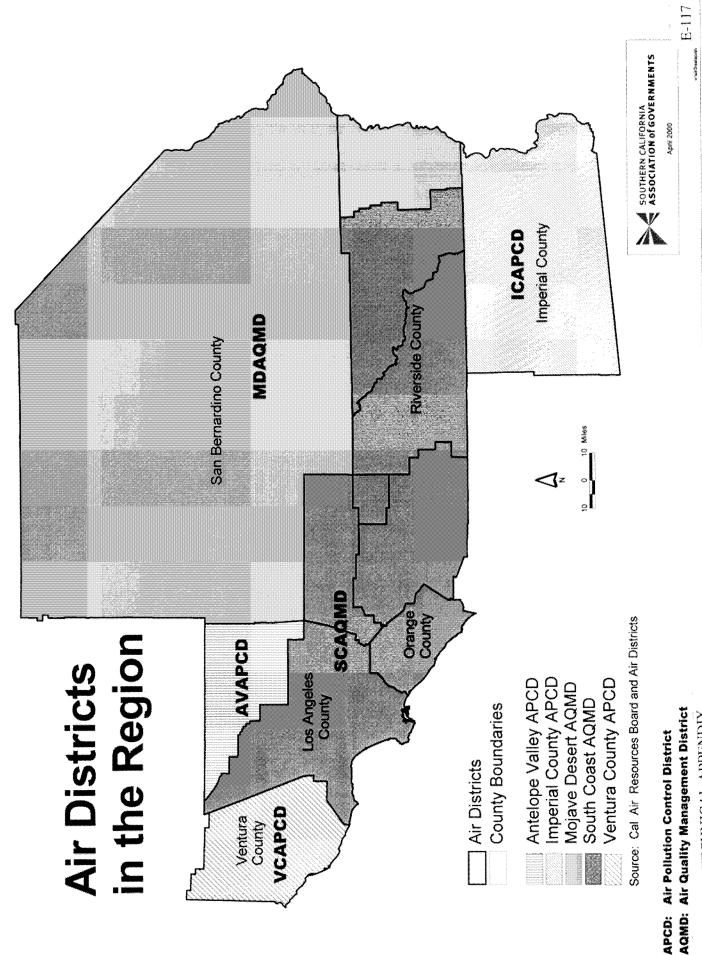
VENTURA COUNTY - Report On Timely Implementation of T	t On Timel	y Implem	entatio	on of TCM Projects Identified In the First Two Years of the 2002 RTIP (02/03 – 03/04)	IP (02/03 – 03/04)
LEAD	PROJECT	AIR	RTE	DESCRIPTION PROG 8	START TCM Project
AGENCY	Ω	BASIN		YEAR	-END Status
SANTA PAULA	VEN54168	SCCAB	0	FACILITY INCL BIKEWAY / WALKWAYFROM SANTA PAULA 02/03 CREEK TO PECK ROAD FENCING, LANDSCAPING, BRIDGE & DRAINAGE, PUBLIC ACCESS POINTS/ SAFETY ITEMS	01-03 Under design
SIMI VALLEY VEN54051 SCCAB	VEN54051	SCCAB	0	IN SIMI VALLEY ARROYO SIMI BIKE TRAIL OFF STREET BIKE 02/03 PATH FROM METROLINK STATION TO CORRIGANVILLE PARK. CONSTRUCT PATH	96-03 Under design
SIMI VALLEY VEN990325	VEN990325	SCCAB	0	ONE ALTERNATIVE FUELED PARATRANSIT VAN FOR 02/03 EXPANSION	02-03 Project complete
SIMI VALLEY VEN990326	VEN990326	SCCAB	0	ONE ALTERNATIVE FUEL CNG TRANSIT BUS FOR EXPANSION 02/03	02-03 Bus ordered
SOUTH COAST AREA TRANSIT VEN010404	VEN010404	SCCAB	0	REPLACE TWO (2) ALTERNATIVE FUEL TRANSIT BUSES 02/03	01-02 Under design
THOUSAND OAKS VEN990331	VEN990331	SCCAB	0	EXPAND TRAFFIC SIGNAL COORDINATION SYSTEM BY ADDING 02/03 SEVEN ARTERIAL ROADWAYS TO CITY'S COMPUTERIZED SYSTEM	01-03 Under design
THOUSAND OAKS VEN990332 SCCAB	VEN990332	SCCAB	0	0 UPGRADE EXISTING MASTER TRAFFIC SIGNAL COORDINATION 02/03 SYSTEM, ADDING NEW SOFTWARE, VIDEO DETECTION, AND SEVERAL HARD WIRE CONNECTIONS	01-03 Under design
VENTURA COUNTY VEN000605	VEN000605	SCCAB	0	PURCHASE FOUR (4) WATER TAXIS FOR OXNARD HARBOR 02/03 TRANSIT SERVICE	00-02 Project complete
VENTURA COUNTY	VEN54047	SCCAB	0	COUNTY OF VENTURA CONSTRUCT SPRINGVILLE BIKEWAY AT 02/03 BEARDSLEY CHANNEL	96-03 Project complete
VENTURA COUNTY	VEN54123	SCCAB	0	CONSTRUCT BICYCLE LANES ON CENTRAL AVENUE BETWEEN 02/03 ROSE AVENUE AND VINEYARD AVENUE (TWO 8-FOOT CLASS II BICYCLE LANES)	00-03 Under design
VENTURA COUNTY	VEN54124	SCCAB	0	CONSTRUCT BICYCLE LANES ON CENTRAL AVENUE BETWEEN 02/03 CAMARILLO CITY LIMITS AND SANTA CLARA AVENUE	00-03 Under design
VENTURA COUNTY VEN990304	VEN990304	SCCAB	34	LEWIS ROAD PLEASANT VALLEY ROAD / RTE 101 CONSTRUCT 02/03 BIKE LANES 03/04	00-03 · Under design
VENTURA COUNTY VEN990306	VEN990306	SCCAB	0	CALWELTI ROAD LAS POSAS ROAD/LEWIS ROAD ADD BIKE 02/03 LANES	99-03 Under construction
VENTURA COUNTY VEN990307	VEN990307	SCCAB	0	LEWIS ROAD CAMARILLO CL / HUENEME ROAD ADD BIKE 02/03	99-03 Under design
VENTURA COUNTY VEN990309	VEN990309	SCCAB	0	SHUTTLE SERVICE FROM OJAI TO MIRA MONTE OPERATING 02/03 ASSISTANCE THIRD YEAR OF 3-YEAR DEMONSTRATION.	01-03 Project complete

2/03 - 03/04)	START TCM Project) Status	01-03 Under design	02-03 Under way	Under way	Under way	Under way	Under construction	Under way	Under construction	Project complete	Project awaiting campus planning	Under conetruction
.002 RTIP (0	PROG STAR	YEAR -END	02/03 01-0:	02/03 02-0	02/03 02-03	02/03 99-04	02/03 02-04	02/03 00-02	02/03 02-04	02/03 02-03	02/03 01-02	02/03 98-02	02/03 02-03
tation of TCM Projects Identified In the First Two Years of the 2002 RTIP (02/03 – 03/04)	DESCRIPTION		0 PIRU/RANCHO CAMULOS CONSTRUCT CLASS I BIKE PATH AND ADJACENT PEDESTRIAN PATH, FENCING RE-LAY TRACK, INSTALL PLATFORM AT RANCHO CAMULOS	0 VENTURA/SANTA BARBARA BUS SERVICE THREE YEAR DEMONSTRATION	0 GUARANTEED RIDE HOME PROGRAM (RIDESHARE MARKETING PROGRAM)	0 SMART CARD PROGRAM IMPLEMENTATION & EQUIPMENT, INCLUDING RIDERSHIP AND PASSENGER ONBOARD DATA COLLECTION	0 REGIONAL RIDESHARE PROGRAM CORE RIDESHARE SERVICES (INCLUDES RIDE MATCHING)	0 COUNTYWIDE BIKE LOCKER/RACKS & BUS SHELTER PROGRAM	0 REGIONAL RIDESHARE PROGRAM	0 EXPAND CAMARILLO METROLINK STA TO PROVIDE ADDED PARKING, SITE AMENITIES, BUS LOADING ZONE, SHELTER, BICYCLE STORAGE, PEDESTRIAN STRUCTURES, PUBLIC ART, PLATFORM UPGRADE	0 SHUTTLE SERVICE TO CALIFORNIA STATE UNIVERSITY AT CHANNEL ISLANDS (CSUCI) OPERATING ASSISTANCE THIRD YEAR OF DEMO	0 CALIFORNIA STATE UNIVERSITY AT CHANNEL ISLANDS (CSUCI) ELECTRIC BICYCLE PROGRAM PURCHASE ELECTRIC BI/TRICYCLES AND RELATED EQUIPMENT/FACILITIES	0 IN VENTURA AT MONTALVO- CONSTRUCT METROLINK STATION, IMPROVE TRACK, SIGNALS, AND CROSSINGS FROM VENTURA BOULEVARD TO MONTGOMERY STP = STIP-RIP FUNDS
Implemen	AIR RTE	BASIN	SCCAB	SCCAB	SCCAB	SCCAB	SCCAB	SCCAB	SCCAB	SCCAB	SCCAB	SCCAB	SCCAB
On Timely	PROJECT	Q		/EN000604	/EN010901	VEN54084	VEN54151	VEN54169	VEN93017 SCCAB	VEN990303	VEN990312	VEN990313	VEN990906
VENTURA COUNTY - Report On Timely Implementation of T	LEAD	AGENCY	VENTURA COUNTY VEN990310	VENTURA COUNTY TRANS VEN000604 SCCAB COMMISSION (VCTC)	VENTURA COUNTY TRANS VEN010901 SCCAB COMMISSION (VCTC)	VENTURA COUNTY TRANS COMMISSION (VCTC)	VENTURA COUNTY TRANS COMMISSION (VCTC)	VENTURA COUNTY TRANS COMMISSION (VCTC)	VENTURA COUNTY TRANS COMMISSION (VCTC)	VENTURA COUNTY TRANS VEN990303 SCCAB COMMISSION (VCTC)	VENTURA COUNTY TRANS VEN990312 SCCAB COMMISSION (VCTC)	VENTURA COUNTY TRANS VEN990313 COMMISSION (VCTC)	VENTURA COUNTY TRANS VEN990906 SCCAB COMMISSION (VCTC)









FINAL 2004 RTP • TECHNICAL APPENDIX

